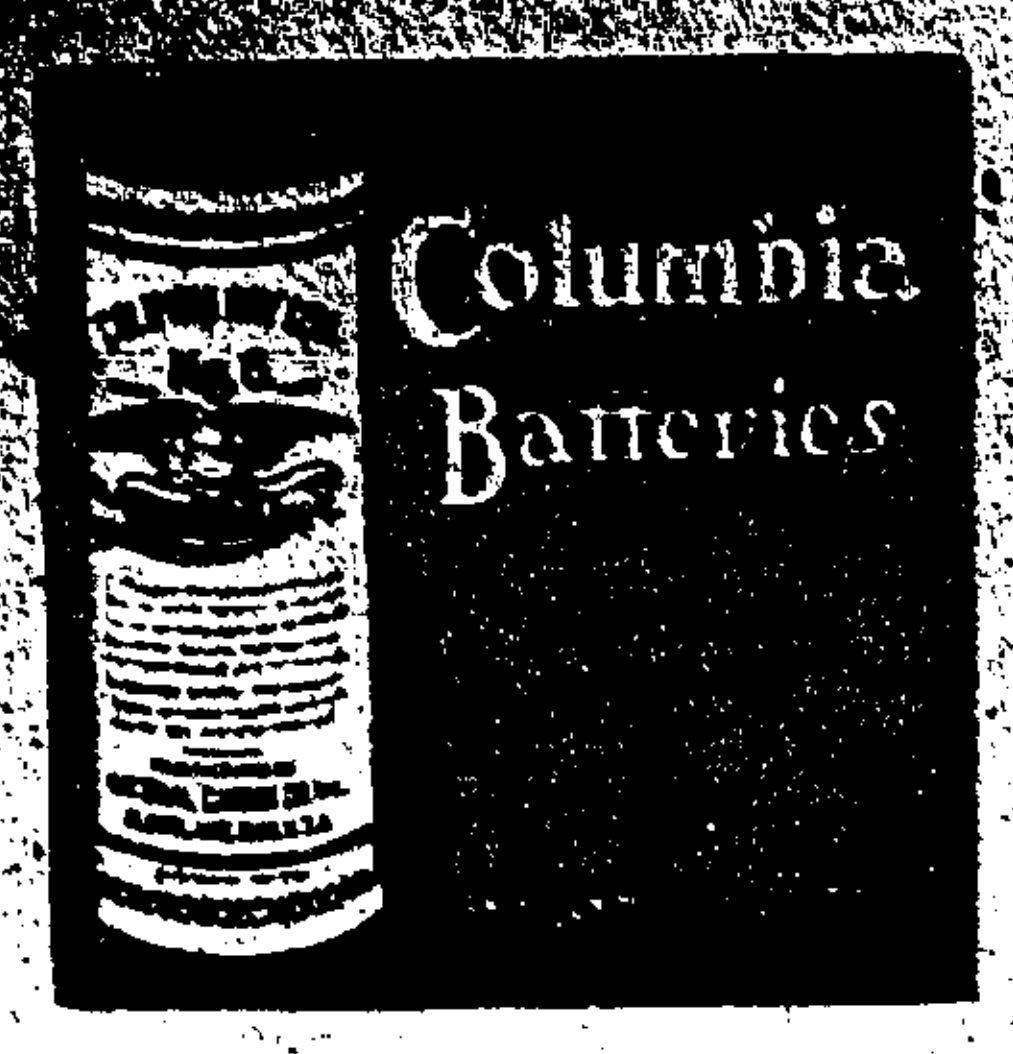
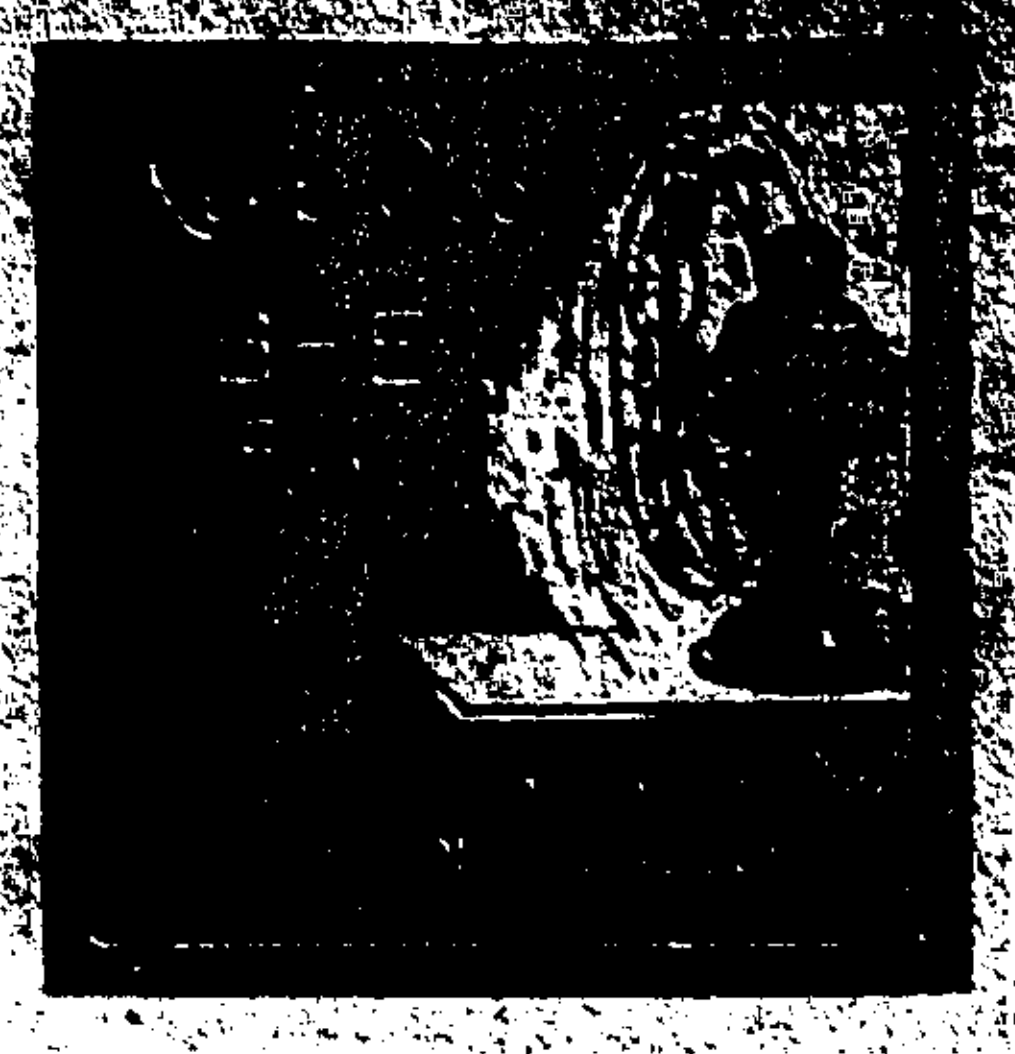




# The Hongkong Telegraph



FOUNDED 1881 No. 12,354 五拜禮 號十月六英曆 1921 FRIDAY, JUNE 10, 1921 日五初月五 SINGLE COPY: 10 CTS 125 PER ANNUM

## COMMERCIAL TREATY BETWEEN SINN FEIN AND THE SOVIET.

What Captured Documents Say.  
(Reuter's Service.)

London, June 9.  
A White Paper contains the documents captured in Dublin outlining a proposed commercial treaty between the Russian Bolshevik Republic and the Irish Republic for the period of a decade. These are accompanied by a memorandum from De Valera stamped, "Dail Eireann, 15.6.1920," recommending the Treaty to the consideration of the Cabinet and suggesting that the terms be designed as a lever to bring in portions of Ulster to the side of the Republic.

## INCREASED POSTAL CHARGES.

Protest by Commerce and Press Against Higher Rates within the Empire.

London, June 9.  
There is growing opposition to the increased postal charges reported on the 24th ult., concerning which there have been several deputations to Mr. Kellaway (the Postmaster-General). Replying to a deputation representing the newspaper proprietors of the Empire Press Union, which laid stress on the injurious effect of the proposed increases on British overseas trade and British commercial propaganda abroad, Mr. Kellaway promised sympathetic consideration, but pointed out that it was his duty to make the Post Office self-supporting.

The Council of the Empire Press Union has unanimously passed a resolution requesting withdrawal of the proposal to increase the charges for printed matter from the United Kingdom to the Dominions. A formidable protest has been forwarded to the Premier on behalf of, among others, the Colonial Institute, the Empire League, the Overseas Club, the Patriotic League, and the Royal Society of Literature, expressing dismay at the enhanced rates, which they declare must be disastrous to the interests of the Empire, placing a barrier against the inter-empire exchange of knowledge, and asking the Premier to receive a deputation.

## Increase on Printed Matter for Abroad Abandoned.

Later.  
In the House of Commons, on the discussion of the Post Office Estimates, Mr. Kellaway announced that the Government would drop the proposed increase in charges on newspapers and printed matter for abroad.

Mr. Kellaway said that the loss on the carriage of inland printed papers and postcards was £2,400,000. He estimated that the increased rates on both classes would produce an additional £2,500,000. The remaining £1,000,000 of the deficit of £3,500,000 would be provided by the abolition of Sunday post.

## INTER-IMPERIAL AIR COMMUNICATION.

Strong Appeal by Controller-General of Civil Aviation.

London, June 10.  
Strong points in favour of inter-empire air communications were made by Sir Frederick Sykes. In a speech at a City banquet he said that the Government was trying to put aviation on a commercial footing, because it would tremendously advance inter-communication, especially within the Empire. Air supremacy would not be obtained by building up unproductive military fleets, but by expanding and facilitating trade. Sir Frederick hoped that commercial aviation would fulfil a similar part in the country's prosperity to that which the Mercantile Marine had. They looked for assistance from the Dominions, which were untrammelled by the spirit of conservatism which was apt to retard progress in Britain. The strength of the British Empire, said Sir Frederick, depends upon good communications. Air transport unhampered by foreign frontiers would give the Empire the essential powers of direct, supple, and speedy inter-communication, which ship and rail had hitherto shown to be vital.

[Major-General Sir Frederick Sykes, was appointed Controller-General of Civil Aviation when that branch of the Air Ministry was created in February 1919 in response to commercial and public opinion. He was Chief of the Air Section in the British delegation to the Peace Conference. Sir Frederick, who is 43 years of age, is Mr. Bonar Law's son-in-law.]

## HEYWOOD BY-ELECTION.

Successful Candidate Helped by Labour Vote.

London, June 9.  
Heywood is the sixteenth seat lost to the Government since the General Election. [See Earlier Cables.] Mr. Halls, the National Union of Railwaymen's organiser at Nottingham, fought the by-election on the Government's extravagance in post-war military adventures and on the tragedy in Ireland. The figures showed that many electors who abstained in 1918, voted. Mr. Halls secured the Irish votes.

## THE COAL DEADLOCK.

Enormous Effect upon Trade Returns.

London, June 9.  
The effect of the coal crisis is reflected in the Board of Trade returns for May. Imports are £86,000,000 compared to £166,000,000 in May 1920. Exports are £43,000,000 compared with £119,000,000. It is noteworthy that coal to the value of £1,500,000 was imported into the United Kingdom in May. There were no such imports in May 1920.

## FEDERATION OF THE LEAGUE OF NATIONS.

Appointment of Venizelos as Secretary-General Revoked.

London, June 9.  
In deference to a prevalent feeling that the appointment might be regarded as a political move, the Congress subsequently elected Prof. Ruysen, of Bordeaux, Secretary-General of the Federation of the League of Nations Union instead of M. Venizelos [see Earlier Cables.]

## SINGAPORE COMPETITOR LOSES IN TENNIS TOURNAMENT.

London, June 9.  
In the lawn-tennis all-comers' championship at Beckenham the third round saw Kingsley beat Kleinman (Singapore) by 6-2, 6-2.

## NAVAL APPOINTMENTS.

New Commander of the Yangtze.  
(Reuter's Service.)

London, June 9.  
Rear-Admiral Edward Kiddle has been appointed Superintendent at Chatham. Rear-Admiral MacLachlan has been appointed to the command of the Yangtze, and Rear-Admiral Luce has been appointed Superintendent at Malta.

## BRITAIN'S FINANCES.

Disquieting Statistics.

London, June 9.  
The prospects of a prolonged Parliamentary Session are increased by the Government's introduction of Bills repealing the Agriculture Act and amending the Unemployment Insurance Act, as mentioned yesterday, as both are likely to arouse the utmost controversy. Critics of the Government declare that the introduction of the measures has been inspired by panic and the hope of appeasing the "anti-wasters," who believe that Lord Erskine's capture of a supposedly safe seat of Westminster indicates that the electors are sick of the Government's extravagance.

The parlous condition of the country's finances is the theme of articles in Opposition journals, including a letter from Sir Godfrey Collins, who recently crossed the floor of the House. The figures quoted by the correspondents include the following: revenue to June 5, 1920—£256,000,000; to June 4, 1921—£155,000,000. Floating debt compared with last year has increased by £61,500,000. Expenditure has decreased only by £17,500,000. The two months' revenue has simultaneously decreased by £109,750,000. The tendency of the floating debt to increase is regarded as the most serious factor impeding the national financial recovery. Critics opine that the Government is so scared at the growth of the demand for economy that a General Election this year is most unlikely, as the Premier will defer an appeal to the country to a more favourable occasion.

## AUSTRALIANS' TEST MATCH ARRANGEMENTS.

Cause Hitch in their County Engagements.

London, June 9.  
Much dissatisfaction exists at the Australians' decision not to play on the day preceding the Test matches. The Australians wrote the Yorkshire County Club asking it to eliminate the third day's play (on July 23) in view of the fourth Test match, fixed to begin at Manchester on July 23. The Committee of the Sheffield United Football and Cricket Club, whose ground at Bramall Lane is the venue of the match, decided to intimate to the Yorkshire County Club that, if the tourists insist upon their attitude, the Club will request the county authorities to declare the match off or to arrange to have it played elsewhere.

## Australians' Big Score.

London, June 9.  
In bright, warm weather, before seven thousand people, the Australians, batting on a perfect wicket, made 533 for 8 and declared. Gregory scored 78 by delightful cricket, his innings comprising three sixes and seven fours. Gloucestershire made 166 for 6 (D. Robinson, 61). Surrey beat Northants by an innings and 341 runs.

## THE DOMINION PREMIERS' CONFERENCE.

Mr. Hughes' Arrival.

London, June 9.  
On his arrival at Paddington, Mr. Hughes, assailed by a torrent of Pressmen's questions, declined to respond, except in the case of a query whether he anticipated solid and lasting results from the forthcoming Premiers' conference. To this Mr. Hughes replied: "Yes, I think I can go as far as that."

## Nationalist Leader to Accompany General Smuts.

Capetown, June 9.  
It is authoritatively stated that the Nationalist leader, General Hertzog, will accompany General Smuts to the Constitutional Congress in 1922. The decision is regarded as indicating that the moderate element in the party has prevailed. While General Hertzog will naturally advance the Nationalist viewpoint, the decision is regarded as most desirable from all standpoints.

## JAPAN'S ATTITUDE TO CHINA.

Viscount Uchida's Message.

London, June 9.  
The Japan number of the Manchester Guardian contains a message from Viscount Uchida (the Japanese Foreign Minister), emphasising Japan's desire for peace and justice, and declaring that no nation is more interested than Japan in a peaceful Siberia and a united and prosperous China. The ruling motive of Japan's policy in the Far East is to make secure her economic life. Peace in the Far East is a *sin qua non* for the attainment of this aim. The formation of the Consortium has opened up new vistas of peace and prosperity for China and harmonious co-operation between the nations concerned. It only remains for China to awaken to the significance of the new era and to emerge from factional feuds into a united nation strong and rejuvenated.

## CHINESE PURCHASES OF LANCASHIRE COTTON GOODS.

Improving Conditions.

London, June 9.  
Replying to Sir Walter De Frece, Mr. Baldwin declared that there was some evidence of a revival in the demand for Lancashire cotton goods by China, owing to the increasing ability of Chinese firms to take delivery of the goods they had ordered. He opined that the improvement should continue.

## TIMBER RIGHTS IN BRITISH BORNEO.

Chinese Merchant's Protest.  
(Reuter's Service.)

London, June 9.  
In the House of Commons at question time, Major the Hon. E. L. Wood declared that the Government had received a petition signed by three hundred Chinese merchants in North Borneo protesting that a British company had been granted exclusive rights to cut timber. The Government had requested the British North Borneo Company to furnish a report on this subject, also a copy of the company's reply to the petition.

## THE NEAR EAST.

British Warships' "Cruise."

London, June 9.  
In the House of Commons, Mr. Esmond Harmsworth drew attention to the arrival of British warships at Constantinople, and asked if the Government intended actively to support King Constantine against the Kemalists. Mr. Chamberlain replied that the warships were due at Constantinople on June 15 for a month's stay in accordance with programme of the cruise arranged at the end of April. He declared that the Government's policy was under consideration. Replying to Commander Kenworthy, Mr. Chamberlain emphasised that the ships' arrival was not a naval demonstration.

## FRENCH NAVAL PROGRAMME.

Abandonment of Battleships Advocated.

Paris, June 9.  
M. Denise has replied to the Naval Committee and outlined the programme for 1921-23, consisting of six light cruisers, twelve destroyers, twelve torpedo boats, thirty-six submarines, and the conversion of the battleship Bearn into a plane-carrier, at an approximate cost of 1,416,000,000 francs. Parliament would presently be asked to vote credits for the 1921 instalment. He pointed out France's inability to emulate Japanese, British and American naval development and advocated the abandonment of the construction of battleships, in consequence of a great foreign expert's opinion that they were too vulnerable to submarines.

## AMERICO-MEXICAN RELATIONS.

Mr. Hughes' Attitude Approved.

New York, June 9.  
The newspapers generally approve the way in which Mr. Hughes is handling the Mexican situation, and emphasise the necessity for a regular treaty, although democratic papers complain that America's Mexican policy smells strongly of oil. Despatches from Mexico quote a statement by President Obregon to the effect that the formal signature of the Americo-Mexican treaty as a condition of recognition of President Obregon's administration is impossible. Representations are expected to be made to Mexico immediately in regard to the increased petroleum tax.

## U.S. IMMIGRATION.

Steamship Companies to be Responsible for Excess over Quotas.

Washington, June 9.  
The Commissioner of Immigration has announced that the responsibility for bringing immigrants into the United States in excess of the quotas allowed each nationality must be placed on the steamship companies.

## O'CALLAGHAN'S DISAPPEARANCE.

Washington, June 9.  
The lawyers of O'Callaghan (the Sinn Feiner) have given the Labour Department information in regard to his whereabouts and plans, but, in the interests of justice, the Department regards the information as confidential. With the exception of a single appearance in March, O'Callaghan has completely disappeared since he last fled.

## INVESTIGATION INTO SIMS' SPEECH.

Washington, June 9.  
The Senate has adopted a resolution ordering an investigation into the Sims speech. [A message received yesterday stated that Admiral Sims, now on a visit to England, had freely criticised Irish Americans.]

## NEW U.S. SHIPPING BOARD HEAD.

Washington, June 9.  
Mr. Albert Lasker, of Chicago, has accepted the Chairmanship of the Shipping Board.

## KING OF GREECE TO VISIT SMYRNA.

Athens, June 9.  
It is officially announced that the King goes to Smyrna on the 11th inst., accompanied by the Crown Prince, the Premier, and the Minister of War.

## DEATH OF AN AMERICAN LABOUR LEADER.

Fall River, June 9 (Mass.).  
Mr. John Golden, President of the United Textile Workers of America, has died.  
(Continued on page 7.)

## DRAGON BOAT RACES.

To-Day's Festival.

Today (the fifth day of the fifth moon in the Chinese calendar) has been celebrated by the usual Dragon Boat races. Until two years ago the races used to be held at Aberdeen, but the Chinese proprietors of the Ming Yuen Gardens have been the leading spirits in organising the annual events that have become so popular at North Point. This year the races are being held in the Yarmati typhoon shelter on account of the strong currents at North Point. The arrangements have been made on a very attractive scale and it was anticipated that a record attendance would be the result.

No fewer than sixteen boats are due to compete, of which fourteen will race to-day and the whole of the sixteen to-morrow. There will be six races each afternoon, the first race taking place at 2 o'clock. The final race to-morrow will be one in which the whole sixteen boats will compete and the sight should be a memorable one. The course will be three quarters of a mile in length. Several hundred men will participate in the races. Several of the boats require between seventy and eighty men to man them. The following places will be represented: Wanchai, five boats; Causeway Bay, four; Shaukiwan and Poo Tai Island, three; Tai O, two; Aberdeen two and Cheung Chan, two.

Tiffin and night meals will be provided for the crews by the organisers, and practically speaking each boat will involve about \$70 in expenses. The committee have decided to donate the proceeds of refreshments and admission tickets to the Kwong Wah Hospital and the proposed Wanchai Hospital to be founded soon, and with this object in view expenses on prizes have been strictly curtailed, the trophies consisting of appropriately inscribed triangular flags.

A capacious mat has been erected on the embankment for the accommodation of spectators and refreshments will be obtainable. A regular launch service will be maintained throughout the day. The following are the officials:—General Committee: Messrs F. H. Kew, D.D.S., A. King, Koon Tai, Cheung Yuet Hung, Hung Yink-ai, Fung Tai, Li Fung-shan, Wong Fung and Lau Chingbin. Judges: Messrs F. H. Kew, Koon Tai and Fung Tai. Starter: Mr. A. King. Clerk of Course: Wong Fung.

The crew of each boat will include a gong and tom-tom beaters.

## News in To-day's New Advertisements.

In future the Imports and Exports Office will close at 1 p.m. on Saturdays.—Page 4.  
Jockey Club Members wishing to subscribe for Larzen Griffiths will find something of interest on Page 4.  
Messrs. Butterfield and Swire advise Consignees of Cargo that the "Yangtze" is in port.—Page 5.

There will be another Organ Recital at the Cathedral on June 16.—Page 4.  
On 17th June, Lammet Bros will auction the Auxiliary Sailing Boat "Bonami" at Ah King's Slipway.—Page 4.  
Miscellaneous cases of goods will be auctioned by Lammet Bros next Monday.—Page 4.  
The Coronet Theatre are showing a First National Film, "The River's End" during the week-end.—Page 12.  
The Anderson Music Coy intimate the arrival of a consignment of "Bell" Pianos. These instruments hold premier place in Canada and are especially constructed to suit this climate.—Page 7.

## To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 6 1/2d.

## The Weather.

2 p.m. Barometer—29.73. Temperature—86. Humidity—79.  
Lighting-Up Time.  
Lighting-up time to-day 7.08 p.m.



**MACHINERY DEPARTMENT.**

WRITE FOR PAMPHLET AND FULL PARTICULARS TO  
BODWELL & CO. LTD. Agents

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND  
HARDWARE MERCHANTS.  
25, WING WOO ST  
CENTRAL  
PHONE NO 1116.



**New**

Victrola

**Victor Records**

We carry a complete stock of the new Victor Records on sale the first of each month.

We also have a large assortment of the 5000 or more records listed in the Victor Catalog.

You can find music records here to fit all tastes and moods. They give you the world's best music, sung or played by the world's greatest artists.

Besides there are old familiar melodies you never grow tired of hearing, the latest popular song hits, all kinds of dance music, children's songs and lullabies, band music and orchestral numbers.

We will consider it a pleasure to play any music on the Victrola you wish to hear. Stop in today.

**S. MOUTRIE & Co., Ltd.**

SOLD DISTRIBUTORS

CHATER ROAD.

**L & C HARDTMUTH'S**

**KOH-NOOR**

MADE IN CZECHOSLOVAKIA

THE PERFECT PENCIL

The First Postwar Stocks

in Hongkong at

**SOUTH CHINA MORNING POST, LTD.**

3 WYNDHAM STREET.

**DINNER SERVICES, TEA SETS**

**RUGS**

**CARPETS & TABLE COVERS**

**HOP CHEONG**

Telephone No. 654. Complete House Fittings. 55, Queen's Road Central.

**JUST ARRIVED**

A new consignment of

**HORLICK'S MALTED MILK**

**LUNCH TABLETS**

**COLONIAL DISPENSARY**

Telephone 1877. 14 Queen's Road, Central.

### YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPs for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

總代理 德粉 奶牛 廠 萊 仔

**SHU FUNG TAI & CO.**

Sole Agents for Hongkong and South China.

47 and 48 Connaught Road Central, Hongkong.

Telephone No. 1239.

### A MEDICAL PROFESSION FOR CHINA.

#### The Process of Development.

The recent address delivered at the Royal Society of Medicine, London, by Dr. Harold Balme, F.R.C.S. (Eng.), of the School of Medicine, Shantung Christian University, Tsinan, Shantung, China, brought home to a large audience of doctors and others the admirable work the missionary societies are doing in China in promoting modern medicine in that country. Dr. Balme gave an interesting account of the introduction and the advance of Western medicine in China, and the information he gave is well worthy of being carefully preserved as an historical document of value in the relations of Great Britain and China, states the journal of tropical medicine and hygiene, edited by Sir James Cantlie.

Dr. Balme points out the impossibility of presenting Western medicine in anything but an empirical manner until European medicine was itself established on a sure and scientific foundation. A hundred years ago Europe had but little to teach China, but the rapid advance of medicine, surgery and hygiene in Europe and America have equipped us to teach other peoples amongst whom empirical medicine is the only knowledge they possessed. In earlier times China in many ways actually led the way in medicine. Seven hundred years before the value of inoculation as a preventive against small-pox was recognized in Europe, it was freely practised by Chinese physicians; whilst the uses of mercury, of arsenic, of rhubarb, and of various other medicaments have been known and appreciated from time immemorial in the Flowery Land.

But the application of the basic sciences to medicine never reached China, and even so fundamental a physiological fact as the circulation of the blood does not seem to have been even guessed at by the old Chinese practitioners. The lack of facilities for dissection necessarily resulted in the most erroneous ideas becoming current as to what took place within the human body, whilst the absence of any system of medical education, or of restrictive regulations regarding the practice of medicine, made the widespread exploitation of the profession not only possible, but inevitable. Anyone who wished to do so could hang up his sign and call himself a doctor, and no authority could prevent the most reckless adventurer from preying upon the credulity of the public.

It was amidst conditions such as these that the first practitioners of Western medicine commenced their work amongst the Chinese, led by Thomas Richardson O'Leary, a surgeon attached to the East India Company, and Peter Parker, the first appointed medical missionary to China.

It was in 1834 that Peter Parker first landed in Canton, and within three years of that time we find him starting to train his first class of medical assistants, one of whom, Dr. Kwan-tao, afterwards obtained a reputation as surgeon and oculist which threatened to rival that of his teacher himself. From that time onward similar classes were organized wherever mission hospitals were established, whilst one of the first medical missionaries sent out from England to China, Benjamin Hobson, set himself to the difficult task of translating some of the leading medical text-books into Chinese.

Work of this nature continued for the next fifty years, but it was not until 1881 that the first attempt was made to organize a proper medical school for the Chinese. This was due to the joint efforts of Dr. Kenneth Mackenzie and Li Hung Chang, the great Confucian official and viceroy. It was naturally a somewhat rudimentary effort, but it laid the foundations for the remarkable advance which medical education has made in China during the last decade.

Prior to the Boxer rebellion modest efforts in this direction had already been commenced in one or two centres, notably by Dr. Mary Fulton, who was already beginning to build up a medical school for women in Canton and at Shanghai. It was the Union Medical College at Peking established through the successful labours of Dr. Thomas Cochran, and with the patronage and financial support of the Dowager Empress and many of the leading Chinese officials, which was the first missionary medical college to be set up in

China on a union basis, and with a fairly adequate staff and equipment. This college secured from the outset the recognition of the Chinese Government, and was fortunate in obtaining the services of such men as Wenham and Gibb of St. Bartholomew's, Stanhouse of the London Hospital, and Hall of the United States—men to whom China owes an immense debt of gratitude.

With Peking's successful example of a stimulus, other missionary medical colleges were rapidly developed in other parts of China—in Shanghai and Hankow, in Mukden and Tsinan, in Hangchow and Nanking, in Cheongtu in Foochow and Canton, &c., and two medical schools for women were also established in Peking and Soochow. All these colleges set out to offer a full course of medical training, but it was found impossible to face the tremendous drain upon Church resources which the maintenance of so many schools would entail, and the institutions were therefore faced with two alternatives, either to reduce their number, or frankly to content themselves with a type of medical education that was admittedly much below modern standards.

In the course of a few years, however, a completely new situation began to develop. In the first place, there came into existence a body of Chinese medical men who had received their medical training on modern lines, mostly in Europe and America, and who subsequently formed themselves into a National Medical Association of China. The leaders of this group, headed by Dr. Wu Lien-teh, lost no time in petitioning the Government for the establishment of modern standards of medical education, and publicly stated that they would rather see fewer practitioners of modern medicine with high ideals than a number of inadequately trained men and women. In the second place, certain organisations unconnected with missionary work, but keenly interested in the progress of China, also began to take a share in the work of medical education. A College of Medicine, with which the well-known names of Sir Patrick Manson and Sir James Cantlie were connected, was founded in Hongkong as far back as 1887, and has now become the Medical Department of Hongkong University. Prior to the war the Germans, aided by a large Government subsidy, started a well-staffed medical college in Shantung and Tsingtao. A similar institution, with excellent equipment and under the leadership of a large group of medical experts, has been set up in Mukden by the Japanese. Finally, the Rockefeller Foundation of New York sent out an influential commission to China in the year 1914, and as a result of their recommendations have established a new organization—the China Medical Board—for the purpose of developing medical education on the highest possible standards in China.

It was in accordance with this view that one of the first things which the Council on Medical Education of the China Medical Missionary Association did was to recommend that in addition to the School at Peking, which the China Medical Board had taken over, and which it had decided to place on an English basis (English being used instead of Chinese as the medium of instruction) the Board should also be asked to assist in the development of at least one school in which teaching was given in the Chinese language. They further recommended that the medical school best suited for such development was the one situated at Tsinan, the capital of the province of Shantung. They subsequently urged that all missions in the advance of medical education, through the medium of Chinese, in the great Mandarin-speaking area of East and Central China (that is to say, apart from Manchuria and West China) should concentrate their forces in the development and support of this school.

This has been one of the most remarkable instances of missionary co-operation yet seen in China, for it brought no less than nine missionary societies into association. It has had the very satisfactory result of enabling the School to secure a large faculty, representing some of the leading universities and hospitals in Great Britain and North America; of obtaining an expert staff for the teaching of the various subjects in the curriculum. The China Medical Board has already shown its interest in this new development by transferring to the Tsinan School three of the classes of students formerly

### AIR SERVICE WASTE.

#### £38,613 Damage Through Officers' Neglect.

Further revelations of "how the money goes" are contained in the Auditor-General's report on Air Service expenditure for the year ended March 31, 1920.

Over £36,000,000 was spent, and the deficit amounted to over £350,000. A sum of approximately £25,600, in addition to an amount as yet unascertained for pay and allowances of the Royal Air Force personnel, was charged for expenditure on the Cairo to Cape Town airtail route. A sum of £3,000 was originally allotted.

Examination of the accounts had not yet been commenced in the case of an establishment which was stopped in 1917.

Balances recoverable and claims abandoned for the year amount in all to £414,827. Losses due to theft, fraud, arson, or gross negligence represent approximately £73,454 of this amount.

Included under the latter heading is the theft of a Crossley touring car, worth £320, was having his tea at Brussels, the car disappeared, and had not been traced.

While the driver of a Crossley touring car, worth £320, was having his tea at Brussels, the car disappeared, and had not been traced. Fifteen magnets, and forty-five sparking plugs were stolen from the seaplane station at Scapa, the value of these being £141.

Though an orderly officer at a certain aerodrome was informed that a number of machines were moving in the wind, he took no action, and the result was that the machines and hangars were damaged to the extent of £38,613.

The officer was tried by court-martial, but owing to a technical flaw in the convening of the Court the finding was nullified.

A mechanic, who pulled out of his pocket, inside a hangar in Egypt, a box of non-safety matches which burst into flame, started a fire which did damage to the extent of £2,694.

under instruction in Peking, and in making a most generous grant for the provision of further buildings and equipment and the salary of additional teachers.

It is not however, in medical education alone that such progress is being seen. Great and important strides have been taken in the direction of creating a scientific literature in the Chinese language, and one of the most important departments in the Tsinan Medical School is that which is devoted to this work. This is a branch of the translation and publication work of the China Medical Missionary Association, which has done so much to prepare a scientific vocabulary in Chinese. Several medical missionaries, notably, Dr. Cousland, Dr. Gillison and Dr. McAll, are giving their whole time to this work, and are making a most important contribution to the building up of the new medical profession.

Meantime a sister profession has come into being, and to-day every medical man in China is welcoming the advent of the trained Chinese nurse. A large number of the leading mission hospitals are now regarding the training of Christian nurses as one of their most important tasks; and here also one is glad to be able to report that modern standards are being introduced throughout the country. A Nurses' Association has been formed, consisting of graduate nurses, both Chinese and foreign, and this Association has inaugurated an excellent nursing curriculum, extending over four years, and a series of standard examinations which all registered training schools must adopt before its nurses can receive the diploma of the Association.

The vast importance of preventive medicine in the uplift of China is similarly being kept to the front, and there is no subject in which the modern Chinese are more intensely interested. The subject of hygiene is taught in every school to-day, and great health exhibitions, attended by enormous crowds, are constantly organized in the leading cities. Dr. W. W. Peter, with his able assistant, Dr. Woo, are giving themselves up entirely to this work, and an influential council on health education, upon which various bodies are represented, is constantly initiating new methods of bringing before the Chinese those important facts which enter so largely into the fight for health.

## PERFECTION IN COFFEE

FRESHLY ROASTED  
FRESHLY GROUND

on the premises by our new

HYGIENIC ELECTRIC ROASTER & MILL

We specially recommend our mixture

of Mocha, Plantation and Java coffees

at 85 cents per lb.

**LANE CRAWFORD'S**

Established 1850.

Telephone 1741.

**JAMES STEER.**

9, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

TEL. 2377

TEL. 2377.

YOU CAN HAVE THE LUXURY OF A MODERN

PORCELAIN LINED BATH

WITH HOT WATER NIGHT AND DAY.  
INSTANTANEOUSLY.

ESTIMATES FREE.

ENQUIRIES SOLICITED.

**C. E. WARREN & CO. LTD.**

30 - 32 Des Voeux Road.

EVERYTHING IN THE  
**SWIMMING LINE**

— FOR —

LADIES AND GENTS

INCLUDING

VESTS, BONNETS, WINGS, TOWELS,  
SHOES, ETC.

GET READY FOR THE SWIMMING SEASON BY  
EQUIPPING YOURSELF

— AT —

**THE SINCERE CO., LTD.**

"HONGKONG EMPORIUM."

**Asahi Lager Beer**

DAI NIPPON BREWERY COMPANY LIMITED TOKYO, JAPAN

SPECIALLY BREWED FOR EXPORT

SOLE AGENT,

**MITSUI BUSSAN KAISHA, LTD.,**

HONGKONG.







## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES.LONDON SERVICE  
(Direct)

|             |           |                             |
|-------------|-----------|-----------------------------|
| "MACHAON"   | 13th June | London, Rotterdam & Hamburg |
| "ANCHISES"  | 21st June | London, Amsterdam & Antwerp |
| "MENTOR"    | 19th July | London, Amsterdam & Antwerp |
| "TEUCER"    | 11th Aug. | London, Rotterdam & Hamburg |
| "TEIRESIAS" | 16th Aug. | London, Amsterdam & Antwerp |

LIVERPOOL SERVICE  
(Direct or via Continental Ports)

|             |           |                              |
|-------------|-----------|------------------------------|
| "OANFA"     | 18th June | M'les, Havre, L'pool & G'gow |
| "EURYDAMAS" | 10th July | Genoa & Liverpool            |
| "YANOTSE"   | 26th July | M'les, Havre, L'pool & G'gow |
| "AGAMEMNON" | 26th July | Genoa & Liverpool            |

PACIFIC SERVICE  
(via Kobe and Yokohama)

|               |           |                               |
|---------------|-----------|-------------------------------|
| "TALTHYBIUS"  | 15th June | Victoria, Seattle & Vancouver |
| "TYNDAREUS"   | 6th July  |                               |
| "PROTESILAUS" | 3-1 Aug.  |                               |

NEW YORK SERVICE  
(via Suez or Panama)

|             |           |            |
|-------------|-----------|------------|
| "DEUCALION" | 5th July  | via Suez   |
| "ANCHISES"  | 21st June | for London |
| "MENTOR"    | 19th July | for London |
| "TEIRESIAS" | 16th Aug. | for London |
| "ASCANIUS"  | 30th Aug. | for London |

For Freight and all Information Apply to

BUTTERFIELD & SWIRE  
AGENTS.THE EAST ASIATIC CO., LTD.  
OF COPENHAGEN.

## The M. S. "PERU"

Will be sailing from Hongkong about 30th of June.

Taking cargo for:—Copenhagen, Christiania, Gothenburg and Hamburg.

For further particulars please apply to:—

MANNERS &amp; BACKHOUSE, LTD.

7, Queen's Road, Central.

Telephone 1476.

## THE HABSBURG ADVENTURER.

History of Karl's Attempted Coup.



Ever since the disruption of the Austro-Hungarian Monarchy there has been a sporting chance for a romantic adventurer with the physique of an ox, a knowledge of soldiery, an utter dis-

under a cloud of ignominy and despite military disaster, and it was only as a result of the horrors of the short-lived Bolshevik regime that the fortunes of the Habsburg dynasty began to revive. Then it was that Karl declared that his renunciation of the throne was invalid, and announced that he still regarded himself as the appointed ruler, not merely of Hungary as reduced by the Trianon Treaty, but of the kingdom as it existed in 1914. This proved to be the signal for a vigorous pro-Habsburg campaign within and without Hungary, and it also led Czechoslovakia, Yugoslavia, and Rumania to band themselves together in the Little Entente—a pact subsequently fortified by the Italy-Yugoslav understanding. This group made it clear that the return of a Habsburg to the Hungarian throne would be regarded as a "casus belli."

The pro-Habsburg campaign outside Hungary directed its efforts principally upon Paris, where much sympathy was evoked for the scheme of a Danubian Confederation under the Habsburg dynasty, which would look to France instead of to Germany for its inspiration. Certain sections of the Quai d'Orsay openly espoused the movement, arrangements were discussed under which Hungary would have become a "pocket borough" of France, plans for a revision of the Trianon Treaty were at least discussed, and the Little Entente became the object of considerable suspicion.

Inside Hungary the agitators soon succeeded in forming a "Legitimist" group among the military classes, the landed proprietors, the large industrialists, and, naturally enough, the Catholic Clergy but this in its turn, provoked a reaction among the small farmers, who styling themselves "Agrarian Autonomists," put forward a policy which called for the free election of a king as distinct from the adoption of a Habsburg by right of succession. It is the struggle between these two groups which has been the cause of the chronic series of governmental crisis at Budapest. Hungary's chances were regarded as most hopeful while Paris favoured the prospect; but when those tendencies gave place to a broader political outlook on the Seine, the prospects of the Autonomists improved, and the Monarchists were hard put to it to stave off the election of a king until conditions became more favourable for the Habsburg cause.

**SHADOW OF COMING EVENTS.** Early in his year the Monarchist intrigues began to quicken the pace. Count Andrássy formed a new (Habsburg) party with the advertised intention of consolidating the country in the spirit of Christianity, whatever that may mean. In Hungary, Count Apponyi visited Frangins "to pay homage to his crowned monarch," Karl himself announced to the Magyar Archbishop Cernoch his intention to visit Hungary in March; Regent Horthy declared that Karl had not ceased to be the legitimate King of Hungary. It must also be noted that the Monarchists succeeded in establishing as District Commander of Budapest General Nagy, who is a leading figure in that very military party of which Colonel Lohar, Karl's new Commander-in-Chief, is one of the shining lights. It would seem, therefore, that the stage had been carefully set for the ex-King's entry.

**DANGERS OF HABSBURG RESTORATION.** Though little objection can be taken to Karl's person, the re-appearance of a Habsburg on the throne of Hungary would constitute an additional and serious menace to the peace of Central Europe. Karl claims, if he claims

anything, the whole of the ex-Habsburg territories, and once Austria had fallen an easy prey, we should be pained by persistent attempts to restore the Dual Monarchy in its pre-war integrity. Though the danger closely affects Central Europe, the immediate threat would be against the neighbouring newly-liberated and agrarianised States, and it is impossible for any one of them to tolerate such a development. Additionally, if Karl succeeds, the movement will spread, and even Wilhelm's many adherents may take a hand in the new game of getting the king on the throne.

But there are so many obstacles to a successful issue of Karl's escapade that one is justified in regarding it as a last wild gamble on the part of the Monarchist faction. It is by no means certain that even a majority of the Magyars want him, for the Autonomists, who, control Parliament, are opposed to his return, the Social Democrats desire a more democratic regime, and Count Teleki officially assured Dr. Benes that there was no question of a Habsburg restoration. Moreover, Karl is not endowed with the necessary attributes of a "romantic adventurer," he possesses only the glamour of his dynasty, youth, ambition, and the support of a limited aristocracy. Any internal opposition could, however, be overcome by the army, and the *fait accompli* would, doubtless, be readily recognised in the country, so that the last word remains with the Supreme Council and the Little Entente.

**A HOPELESS PROPOSITION.** These two combinations will, of course, have none of it. The reiterated decision of the Allies cannot be changed save by force majeure, and in this instance, since the military resources of the Little Entente are at their disposal, they are in a position to translate words into actions. The armies of Czechoslovakia, Yugoslavia, and Rumania are sufficient to swamp all King Karl's and all King Karl's men: Czechoslovakia is nearer to Budapest than Steinamanger, and before the usurper could reach his capital by land the Yugo-Slav monitors (ex-Austro-Hungarian warships) could enter it by river. Karl appears, therefore to be up against a somewhat hopeless proposition, and the probabilities are that his fleeting re-appearance upon the stage will speed a happier ending to the drama of Central Europe.

## ROMANCE OF THE OLD CLIPPERS.

Doughty Deeds by Ships That Have Passed.

A peculiar romance hangs round the doings of the sailing ships of other days which does not pertain to the modern steamer. The size and speed of a crack ocean liner evoke but a modified interest compared with the love and admiration which seafaring folk and many landlubber entertained towards the great clipper vessels which stalked the waters in the Victorian era.

These ships are now no more, but the memory of their goings and comings is well preserved in many places, notably in the Clyde and Aberdeen districts whence many of them originally came and in places which gave birth to their no less famous skipper—fine men all. Any echo of the good old days at sea is to these folk always welcome.

Mr. Basil Lubbock, by virtue of hard practical experience of deep-water sailing, and his story of the life, adventures, and ultimate fate of the China Clippers, has become the acknow-

ledged historian of the great ships that are now no more. He does a further gracious service to the lore of the sea by gathering together old logs and passage records and publishing in the "Colonial Clippers" (James Brown & Son, Glasgow), a valuable collection of interesting facts and figures which might otherwise have gone the way of the ships they concern.

## AMERICAN FLYERS.

It was the discovery of gold in Australia and the consequent emigration that gave the greatest fillip to the building of the fine clippers of Clyde, Aberdeen, Liverpool, and London, and their speed and performances at once challenged the supremacy of the famed American Boston-built ships, such as the Sovereign of the Seas, Lightning, James Baines, and Donald Mackay. To compete with such vessels as these was a daring problem when it is remembered that the James Baines was quoted in her log on one occasion as "going 31 knots with main skysail set," and the well-named Lightning, under Captain Anthony Enright (who believed in cracking on with every sail set that his vessel could carry) put up the greatest 24-hour run ever made by a sailing ship—456 nautical miles. This extraordinary performance was made when crossing the Atlantic on her maiden voyage and was nearly equalled with 430 miles when, running her easting down bound out to Australia in 1857, Red Jacket, too, could show her heels to all our modern tramps with an average of 326 miles in six consecutive days sailing, a performance beaten only by the renowned Cutty Sark with 2,133 miles in six days in the Roaring Forties, outward bound to Sydney. Aberdeen and the Clyde played a strong hand on the challenge.

Walter Hood designed and built all the "green clippers" of Thompson's White Star fleet (with the exception of never-to-be-forgotten Thermopylae). No ships, it is said, ever presented a finer appearance than these little flyers—Phœnician, John Bunyan, Walter Hood, Ethiopian (63 days to Melbourne), and Jerusalem. The last named was generally considered the fastest of the fleet, next, of course, to Thermopylae. Duthie's was another well-known Aberdeen yard, and launched some excellent vessels: Windsor Castle was probably the best of them, and under Captain Fernie did many excellent passages.

The ultimate end of all these craft makes sad reading—"total loss," "wrecked in 1870," "burned at sea," and "foundered in the Atlantic" are cheerless epitaphs.

## IRON CLIPPERS OF THE CLYDE.

The Clyde's contribution to the international contest for supremacy at sea came chiefly in the form of the iron clippers, and thus a bigger class of ship, although it was from Liverpool that the first iron ship came, appropriately named Ironsides. In 1853, John Scott, of Greenock, launched the iron sailing ship Martaban for the well-known firm of Carmichael. She was designed by Matthew Orr and John Ferguson, the latter of whom afterwards became a member of Barclay, Curle & Co., which firm later produced what are considered to have been the most perfect iron ships that ever sailed the seas, Loch Maree and the Lochs Torridon, Carron, and Broom, and the two Bens, Vordrich and Cracchan. Thompson, of Glasgow, built several other ships for the Loch Line his best being possibly Loch Garry.

Liverpool and London too added their own competitors, and great was the ocean racing of these days. Fast passages meant high freights. Only the best of picked mariners were chosen to handle the clippers. Take, for instance, Captain Bowling's sea-

manship in taking the Invercargill into Wellington. A fine southerly breeze was blowing. Very impatient to get anchored, Bowling decided to sail right in without the assistance of a tug. But just as he got well up the entrance the wind suddenly veered right round to the north and blew hard, and as his ship was well up inside Barro's Reef by this time things began to look rather serious.

Notwithstanding his many difficulties—for the slightest error or the station in timing the order of the different manoeuvres meant disaster—old Bowling managed everything like clock-work, and the ship dropped her anchor off Kaiwarra just as darkness fell.

## A THRILLING LAST VOYAGE.

The same ship's last passage under the British flag in 1904 was her worst. In it she weathered out the biggest gale of Captain Bowling's experience. She was caught in a Cape Horn snorter, her cargo shifted to port, bulwarks were carried away, and for some time she lay on her beam ends. She righted, however, and continued her passage only to meet heavy weather in the North Atlantic. The cabin skylight was burst in and water poured below, the companion hatch on the poop was carried away and along with it went both compasses, stands and binnacles, side lights, and screens, the patent log from the taffrail, pretty nearly everything on the decks except the wheel. By midnight the seas were mountainous, and the squalls became fiercer and more frequent.

About 4 a.m. a big sea washed out the carpenter's quarters, and "Chips" under the impression that the ship was sinking by the head, made the best of his way aft. But Captain Bowling and his officers were all below clearing up the wrecked cabin. The carpenter thereupon informed the man at the wheel of his fears, with the result that the latter had an attack of nerves, thought he was running ship under, and allowed her to come to. As the ship broached to the cargo shifted for the second time, and the Invercargill again went over on her beam ends. The foresail, fore upper topsail, jib, fore topmast staysail, and main royal all blew adrift out of the gaskets and were soon in tatters. The lifeboat, leeward, was lifted out of her davits and swept away. Then while the ship lay down with her lee foreyard arm dipped in the broken water to leeward the seas worked havoc on the flooded main deck. In spite of all Invercargill was saved and Captain Bowling, working by aid of an old and defective compass, ultimately brought her safely into Queenstown.

All voyages are not rough voyages, however, and many of the logs of the old ships tell of pleasant spells of fine weather with the ship tearing through the Trades with every square inch of canvas aloft; and every rope tight and strumming. It was in such weather that the big runs were compiled and a speed of sixteen knots maintained. A run of luck in this way enabled many a skipper to announce his arrival at 75 days out, London to Melbourne, or even less.

A ship's log is a very human document, and makes good reading; the logs of the vanished clippers particularly so.

## SOLVING THE HOUSING PROBLEM.

A resident of Heckington, Lincolnshire, sold a house, but finding he could not give the purchaser possession at Lady Day, built him a four-roomed bungalow with out-offices complete in six weeks!

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.Consignees per Co's Steamer  
"YANGTZE"

are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 10th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

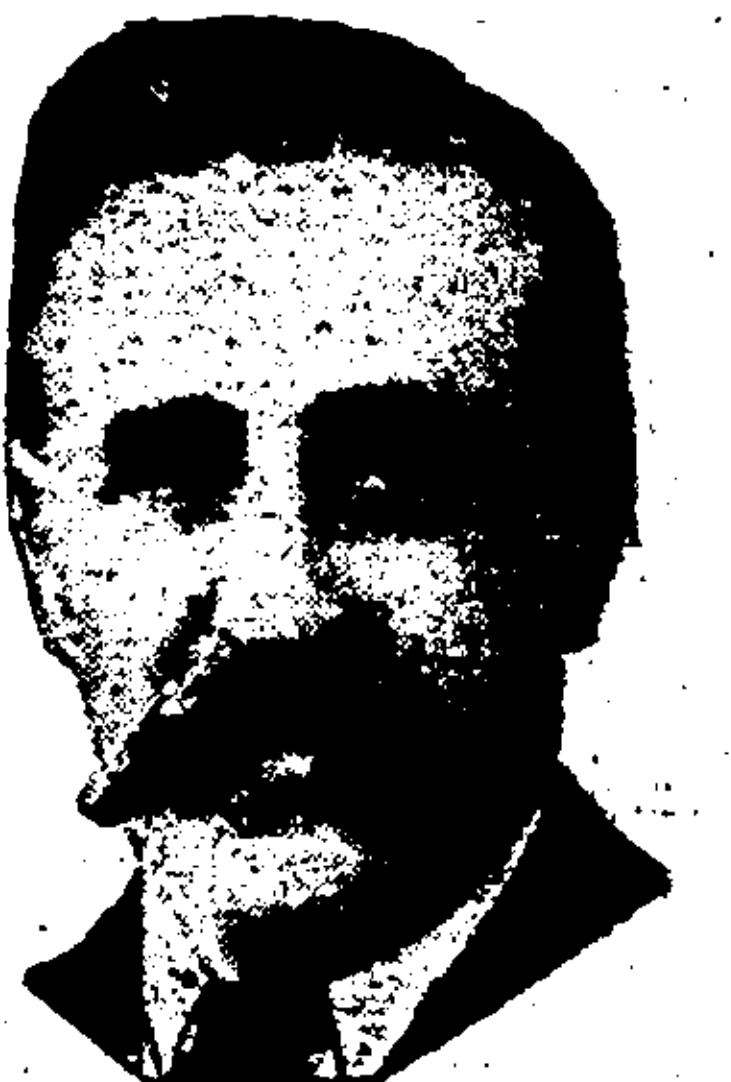
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 30th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 10th June, 1921.



Our Portrait is of Mr. E. F. WHEELER, of 22, Regent Street, Balby, Doncaster, England, who writes:—

"About two years ago I had a nasty wound break out in my big toe. I had it attended to for about three months, but during that time it had spread to all the toes, with the result that I had to undergo an operation, but with no avail. Then, after another operation, as it did not get any better, I thought I would give you 'Clarke's Blood Mixture' a trial. After taking the first three bottles I could walk better, and now after having nine bottles the wound has quite healed, and I am pleased to say I have not seen any sign of it breaking out since."

Sufferers from Eczema, Urticaria, Piles, Eczema, Boils, Pimples, Eruptions, Acne, etc., should realise that lotions and ointments can but give temporary relief—he must be cured by clearing the blood. Clarke's Blood Mixture quickly attacks, overcomes, and expels the impurities that lie in the blood, and thus cures the disease. Pleasant to take, and free from injurious ingredients.

Of all Dealers—see that you get

Clarke's Blood Mixture

—Everybody's Blood Purifier—

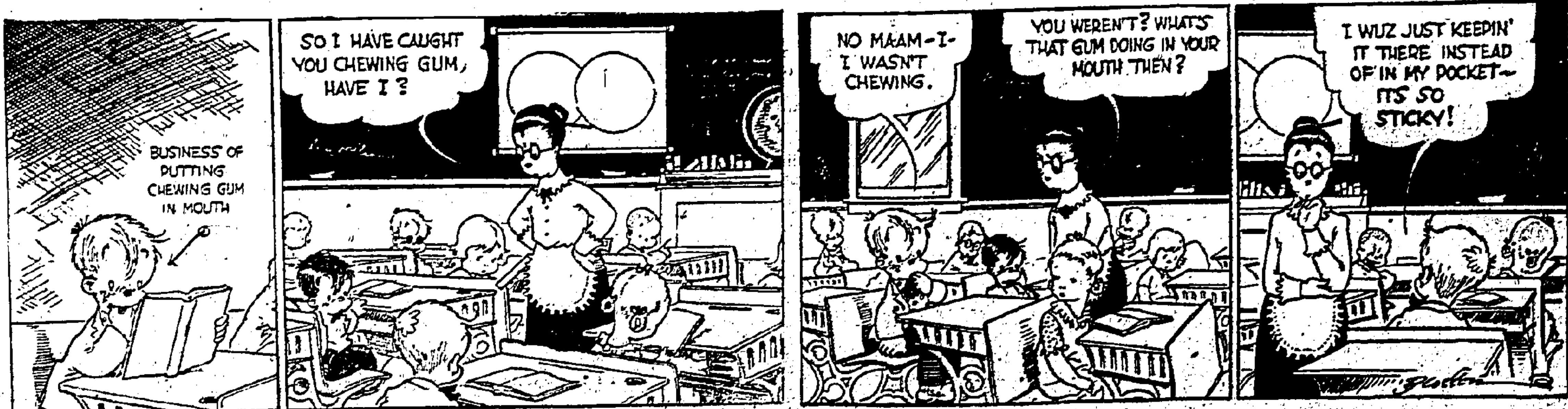
SAVARESS'S  
SANTAL  
CAPSULES

PREPARED BY DR. J. C. SAVARESS, 10, Rue de la Paix, Paris.

## FRECKLES AND HIS FRIENDS

## Gum Keeps So Much Better in the Mouth

## BY BLOSSER.





WATSON'S RESORCIN  
HAIR WASH

The most efficacious  
hair restorer on the  
Market.

Give it a three months  
trial and you will be  
astonished at the  
improvement in your  
Hair.

Prepared by  
A.S. Watson & Co. Ltd.  
Manufacturing & Retail Chemists

## The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 10, 1921.

THE STATE AS MILCH-COW.

Two reports waited across the wires from Home apprise us of a crisis. We use the word in no alarmist sense, grave as the situation is: what we refer to is the fact that the authorities find themselves compelled to acknowledge publicly that the time has arrived when a limit must be placed upon the commitments of the State, even though it means the abrogation of existing statutes. The Unemployment Insurance Act is to be amended so as to reduce allowances and increase contributions, and the Agriculture (Price of Wheat) Act passed last year is to be repealed after this season's harvest. It is no uncommon thing for a measure to be rejected on the score of the cost being excessive; but we cannot readily call to mind an instance in which the British Government has abrogated a measure actually on the Statute-Book on the ground that it entails expenditure in excess of the State's resources. The conditions are, of course, exceptional, and, though it is practically inevitable that there will be an outburst of criticism, especially from Labour, the course adopted follows the dictates of prudence.

Only a few days ago it was reported that the unemployed totalled the appalling figure of 2,250,000, in addition to which many workers are on short-time. Now, at 21s. per week for men and 15s. for women, with an allowance for children, it is easy to form an estimate of what the disbursements must amount to. One of the cables to hand yesterday morning gives more precise information, as we are told that the Government has been paying unemployment benefit to the tune of £2,000,000 weekly. This is at the rate of £104,000,000 per annum, which is over 50 per cent. more than the entire Budget for the last pre-war year. When the Act was launched in 1911, the cost to the country was, by comparison, the merest bagatelle. The payments were originally 3d. weekly from employers, 4d. from male workers and 3d. from female workers, and 2d. from the State—in short, Mr. Lloyd George's famous "ninepence for fourpence." And the scheme worked swimmingly until a year or two ago. The surplus built up by the Approved Societies was augmented during the war—few needed to draw unemployment pay then; and, despite the rapid pace of demobilisation, the insurance fund was adequate to the strain of the earlier stages of the post-war period, for the pent-up demand produced a trade boom, which continued into the opening months of last year. Then the slump appeared, aggravated by the coal strike in the autumn, and, with the renewal of the latter on April 1, came the deluge, transforming the situation. We do not now attempt the complicated task of apportioning blame; we are simply stating the facts. With the enormous numbers coming on the fund, and the increased allowances, also the cancellation of the two years' qualifying period for the maximum benefit, the Government finds the charge prohibitive, while the societies, though having a smaller share of the burden to shoulder, are declared to be insolvent. The workers' contributions have remained stationary and the employers' almost so.

With respect to the Agriculture Act, which excited considerable opposition during its passage through Parliament on account of its alleged protective tendency, it may be doubted whether this would have entailed any large liability at present, seeing that the market, although it has fallen from peak prices, seems likely to continue for some time to realise the guarantee figure. The repeal of the measure is, one surmises, a provision against contingencies. While the price continues to reach the guarantee mark, the question of the agricultural labourer's standard wage, to secure which was one of the purposes of the Act, will not, apparently, arise. If the price does fall below the standard, it is to be feared that there may be more Labour difficulties, though, remembering wheat prices in late years, one would judge that farmers are in a position to act with some liberality. In regard to the amended insurance conditions, it is inevitable that these will entail some hardship. One can only hope that the change will be a factor in the avoidance of precipitate strikes. To place some limitation upon the State's responsibilities as milch-cow was imperative.

## NOTES &amp; COMMENTS.

## New Lighthouses.

The question of the improvement and development of Hongkong's harbour has been on the boards for a long time now and many people have been wondering when the report of Sir Maurice Fitzmaurice is going to be made public. But that the Government has this important matter well in mind is proved by the announcement we were enabled to make yesterday that three new lighthouses are going to be added to the lighting services of the port. The need of improving the navigation lights in and around Hongkong has been felt for some considerable time past, and there will be general satisfaction expressed among the shipping community that modern equipment is to be installed at Tongku, Lan-tong Island and the Channel Rocks. These are all points of importance when it comes to harbouring a ship at night, both from the south and the north, and that the work is to be put in hand almost immediately will give cause for added pleasure. In view of the fact that the Government has not increased its shipping dues (in response to an appeal from the mercantile community) this work of improvement will at least give the assurance that its policy towards the shipping that enters and leaves the Port is not one of niggardliness. In the more important matter of improving the harbour's facilities it would be encouraging if the official silence that has been maintained since Sir Maurice's visit could be broken and a definite plan outlined. More public wharves, dredging, etc., are matters that should have come within such a report of that kind, but we have as yet heard nothing of them. How much better would it be if we had some definite hopes of seeing these things come about.

## Gymkhana Improvement.

So popular are the gymkhana meetings proving this year that the Hongkong Jockey Club has already announced an extra meeting, which will be held at Happy Valley on Saturday, June 25th. Following last Saturday's event a reader forwarded us an open letter complaining of some of the arrangements, and it was pleasing to receive, subsequently, a letter from the Secretary of the Gymkhanas promising that the matters would be given all the attention possible. That is the spirit that makes for success and we feel sure that the general public will appreciate the efforts of the Gymkhana Committee in trying to cater properly for their wishes. The particular arrangements are certainly capable of much improvement. To buy a ticket is to go through the mill of a pushing, jostling crowd and to cash a ticket is to endure something of the same thing, with a longer wait in the bargain. But this is a matter that does not apply to gymkhanas only. It applies with very much greater force to Race Meetings, and those who went through the "scram" of last February will well remember the fight it was to have a flutter. The truth of the matter is that the general accommodation is too small, but when that inadequate accommodation is left without any kind of organisation the position is made a very great deal worse. Couldn't we have a little better system by the time the next meeting comes round? It would be tremendously appreciated.

## Winston Again.

Winston is on the stump again, and the speech he gave at Manchester found him in the role of an ardent peace-maker. His slogan was "co-operate." He first of all declared that to secure a lasting peace we must have an Anglo-Franco-German co-operation; we could only have peace with Ireland provided there was unity and co-operation; the League of Nations would be futile without real co-operation between the great Powers of the world; in fact his utterance was one great and glorious appeal for co-operation as the panacea of the world's ills. So it might be, but getting up in Manchester and making fine phrases on the theme and winding up with a beautiful peroration won't help matters very much. The record of our friend Mr. Churchill is hardly one which gives him the fitness to make a speech in that strain and there will possibly be little attention paid to it by the people outside of Britain whom it was obviously hoped to impress.

## DAY BY DAY.

THE WORLD MUST HAVE CHANGED INDEED, WHEN MEN WILL CEASE TO ASSOCIATE A GOVERNMENT WITH THE UNFORWARD EVENTS THAT OCCUR DURING ITS TIME.—*Justin M. Cartry.*

Fifteen Chief Petty Officers and 126 naval ratings arrived in the Colony to-day by the P. and O. Delta.

Inspector Cashman, of the Hongkong Police, returned from Home this morning by the a.s. Delta.

We are in receipt of several ingenious desk blotters from the Nestle and Anglo-Swiss Condensed Milk Company.

Among the many passengers arriving in the Colony to-day by the a.s. Delta were Mr. and Mrs. Hay, Major G.J. Chapman, and Mr. H.B.L. Dowbiggin.

Yesterday's Health Return shows three cases of plague (two fatal); one imported case of cholera; one small-pox (fatal); one paratyphoid and one imported case of cerebro-spinal fever. All the sufferers were Chinese.

Our Shanghai correspondent writes us that the mutiny is spreading to Wuchang and that Hankow is endangered according to telegrams from foreign firms. Thirteen American destroyers have arrived at Shanghai, and the Wilmington has left for Hankow.

Four Chinese were charged before Mr. Orme this morning with being in possession of prepared opium, false opium labels and opium dross. The house where this was found was 5, Wellington Street. The first defendant was fined \$350 and the others \$5 each.

The official water return issued on June 1st shows that, with only one exception, all the reservoirs in the Colony were full to overflowing. On the Hongkong side there were 2,117,670,000 gallons of water stored and on the Kowloon side 352,500,000 gallons. Not much fear of going thirsty!

Mr. Orme this morning fined a Chinese \$30 for being in possession of four pots of illicit opium bearing the labels of the Hongkong Government. The Revenue Officers raided 186, Hollywood Road, and seized the opium. Two other Chinese were also charged in connection with this and were fined \$3.

A shopkeeper at 533, Shanghai Street, reports that at 10.15 p.m. last night while he and his folk were having their meal in the shop four men entered, three of them being armed with revolvers and one with a knife. Two of the robbers covered the inmates of the shop while the other two ransacked the place and succeeded in stealing \$57.

A well-attended whist drive was held at the Catholic Men's Club last evening. There were 145 players present and the following were the prize-winners: Ladies. 1 Mrs. Pile (169); 2 Mrs. Sandford (166); 3 Mrs. Palmer (163); 4 Mrs. Frize, Miss Lamerston (133). Men. 1 Mr. Blunden (177); 2 Mr. Deer (176); 3 Mr. Farrell (174); 4 Mr. Townsend (174); 5 Mr. Smith (133). Mr. Pinches performed the duties of M.C., and the prizes were presented by Mr. R.W. Brown.

To-morrow's Camera News will contain the following photographs:—A recent photograph of H. E. The Governor together with his Aides; the Baxter Farmer wedding group; the dancers at the recent Fancy Dress Ball at the Seamen's Institute; portrait of the late Mr. Wan Chang Kai, ("Mee Cheong"); wreath laid at the London Centotaph in the name of Hongkong and other Eastern and Pacific Colonies and several snaps taken at the King's Birthday Parade on the Cricket Ground.

Nevertheless, we find much on which all of us can agree with Mr. Churchill and we hope that the influence of his remarks will be greater than his personality entitles them to.

## THE BOOKSHELF.

(By "Librarian.")

## THE PRICE OF BOOKS.

"Books are dear, like other things," states a literary critic in a Home journal, implying that prices have ascended on a similar scale to that prevailing in the case of the majority of articles. This, I think, does not present the position correctly. In the case of a new copyright, the cost of a book in pre-war times was high to the man of a small purse, cheap as it was when all that has gone to the production of the work is remembered. Just consider the activities of author, printer, bookbinder, and publisher, and add the cost of paper. The ratio of increase in price has been moderate. Novels formerly published at 6s. have latterly been published at prices ranging up to but seldom, I think, beyond 9s., so that the maximum rise may be put at 50 per cent. This is small when compared with the advances in other directions.

In regard to reprints, the proportion of increase has been much larger, but then there can have been few things that offered such a margin for increase of price. A bookcase in London (which I felt reluctantly compelled to leave behind me) contains this little series: "Reflections on the French Revolution," "Life of Nelson," "Past and Present," "Sesame and Lilies," and "Eothen." There you have history, biography, social philosophy, ethics, and travel. For this collection of the united genius of Burke, Southey, Carlyle, Ruskin, and Kingslake what do you think I paid? Brand-new, mark you, tastefully, nay beautifully, bound in strong, neat cloth, with artistic lettering, and clearly printed on very fair (what in these days would be considered very good) paper. They have stood a dozen years' wear, and look almost as on the day I purchased them. The total cost was half-a-crown! (Nelson's Standard Series). That means barely one dollar at the exchange of the moment, and less than half a dollar at the level of fifteen months ago; so that I obtained this series of masterpieces for the cost of—say, the briefest visit to the buffet.

These volumes, are, I think, to-day priced at 1s. 6d. or 1s. 9d., so that they show an advance of 200 or 250 per cent. With the shilling reprints, retailed now at 2s. perhaps 2s. 6d. the ratio of increase has been smaller. In either case, are not the volumes still cheap, absurdly cheap? If it were certain that the works were always treasured, one would be delighted to see them on sale at sixpence, or at a penny. As it is there is a risk that, with such books obtainable for the cost of a small packet of cigarettes, indifferent purchasers would be found using the masterpieces of literature to stuff up holes, as Tommy went to use surplus tins of bully-beef for plastering cracks in his dug-out. With bread at a higher price than was charged during the Hungry Forties, I can understand the cry of dear food; the complaint of "dear books" does not stand in the same category. All the same, it is gratifying to hear that the situation is gradually easing.

The firm of John Murray is about to publish "The Autobiography of an Indian Princess," the Dowager Maharani of Cooh Behar. Probably no other Indian lady of high degree has had her varied life and her experience of the world. Her father was a famous leader of Indian thought, and her husband one of the best-known and most popular Indian Princes. Those credentials enable her to speak for India, and then she has much to say of the kindness of Queen Victoria and the Royal Family to her when she visited England. Her life links East and West, and, Kipling's line notwithstanding, she makes them meet.

Colonel John Hay, when he was American Ambassador in London, was fond of quoting Johnson's remark, "London is tired of life." Londoners who read books do not tire of reading about London, as witness the success of Mr. Walter G. Bell's recent history of the Great Fire. Encouraged by the welcome given to that book, he is engaged on two more, which will appear from the Bodley Head. One may be described as essays on little-known treasures of the capital. The other is a volume on the Tower, describing the growth and purpose of the old fortress and its associations generally.

The late John Patrick, third Marquis of Bute, was supposed to be the original of Disraeli's hero in "Lothair." How much was there in the belief? Sir David Hunter Blair has written a memoir of the marquis, and in it he considers that point. Hero and original had the same singular and solitary childhood, but that is about all the resemblance he can find between them. Lord Bute's character underwent a notable evolution with the years. He was a man whose originality of character and unusual intellectual gifts marked him out as a remarkable, if not conspicuous, figure of the later Victorian era. For one thing, he was, perhaps, the best amateur architect of his day.

The Master of Peterhouse, Cambridge, Sir Adolphus William Ward, is occupied in collecting his papers and essays into a set of volumes. He has been writing, when he could, for sixty years, and so he does not mean to print everything, only selections. Two volumes of historical papers are out, and two more now being printed contain essays on literary subjects. Those subjects are of a wide range, for they begin with Sir Philip Sidney and Shakespeare and come down to Mrs. Gaskell and Dickens. Milton, Dryden, Swift, Pope, and Goethe, are other great writers on whom the Master of Peterhouse has had something to say.

A propos the Master of Peterhouse, Cambridge will this year celebrate the four hundredth anniversary of Cambridge printing. "It was," wrote Thomas Fuller, "a great while before Cambridge could find out the right knack of printing," and perhaps this was why this sister University of Oxford got nearly a century ahead of her. "But," adds Fuller, "one Sibert, University Printer, improved the mystery to perfection." By Sibert he meant Lair John of Siegburg, commonly known as John Sibberch, who began to print at Cambridge in 1521, probably at the invitation

## "FOUND HIM IN HONGKONG."

Does to Anybody Know the Lady?

A Philadelphia business man has been chased half round the world, by ship, train and aeroplane, by a love-sick girl. Her attentions annoyed him so that he had to appeal to the courts for protection. Mr. William Zinger first met Miss Beatrice Herbert, of Montreal, while on a Trans-Pacific liner bound for the Far East. He says she pressed her attentions upon him so ardently that he had to change his seat at table, and also his state-room. On arriving in Japan he "gave her the slip," but she found him in Hongkong, and followed him to Honolulu, and eventually to Philadelphia. He appealed to the police, who arrested her, and she was deported, with orders never to return to the United States. Dr. John Egan, a police surgeon, testified that he had examined her as to her sanity, and found that she was perfectly sane—"that is, if anybody deeply in love can be called sane," he added.

of Erasmus. Anyhow, we shall be told about it in a short history of Cambridge University Press, which is being prepared.

The Spanish Foreign Minister, the Marquis de Lema, has a lecture on "Spain Since 1915" appearing with Cambridge University Press.

"With the Battle Cruisers." Filson Young's book of the sea-war, is just coming out with Cassell.

Dr. Estlin Carpenter's Hibbert Lectures of 1919 are being published by Williams and Norgate, under the title "Theism in Medieval India."

"A Painter in Palestine," by Mr. Donald Maxwell, who is artist and author, is to appear with John Lane.

## Between Ourselves

By Robt. MacWhirter.

My friend the Librarian who officiates at the top of this page on Friday, turned me over a book about a month ago. His plea was a simple one. He aye found it irksome reading w' a glossary and as he'd only once been in Scotland, at a football match, would I mind? I did not, the more especially since the volume under discussion was the latest from the pen of A. S. Neil (Dominie, we call him) and was alluringly (to a Scotsman) named "Carrotty Broom." I forgot the publishers name now (an unforgivable thing w' a reviewer, I suppose) but MacPherson got the loan of it and that means I've a dull chance of ever clapping eyes on it again.

I don't wonder at our English critic belonging topside jibing at the business, for the Dominie calls a spade a spade, dung is dung and breaks are breaks. As a consequence I'm greatly tempted to act up to his example and describe this new book as "dawmt fine" only I know such an expression is entirely out of order in a place like this.

I generally set aside Sundays for reading such worthies as Shakespeare, Addison, Swift and the like (Janet says that kind go better wi' the day if I wunna read the Good Book) but last Sabbath day I got started on "Carrotty Broom" and the others were non-starters for it managed to take up all my spare time till bedtime. Janet's idea and mine about bedtime on a Sunday differs. She says it's hardly worth my while rising for meals—but my wife's sometimes inclined to exaggeration, so we'll let it pass.

As I was saying about "Carrotty," the Dominie's success as a writer is mostly due to his knowledge of children. This will be best appreciated by those who were once bairns themselves. Lots of folk unfortunately never had a childhood, if I'm a judge of their grown-up carry-ons. That kind should leave Mr. Neil alone; he would be sure to hurt them. For us that were kids once, and, despite bald heads and stiffening joints, try to delude ourselves that we are bairns yet, "Carrotty Broom" is a book to read, revel in and recommend.

There are Peter Broons in every town and village in broad Scotland. Peter isna' an individual but a type and as you follow him in his adventures you cannot help feeling that you are living your own boyhood again.

If you dinna' get flashes of yourself in Peter you must have been a queer boy indeed. Of course the Dominie gets a bit pedagogic at times, and the scholastic bee buzzes in his bonnet, but ye've just got to thole that. Money sometimes buys a lot more than ye want but ye've just got to take the thick along wi' the lean. Talking about that reminds me that ye aye prize a book ye buy yourself much before the cumshie kind. That's one of the reasons why I aye had a dead set against free libraries.

The Dominie is at his best telling the tale of Peter's loves. Love came upon Peter w' devastating suddenness. To fall in love w' a lassie when ye're bairning her for calling you "Carrotty Broom" is evidence, if such were needed, that Cupid, like influenza, is a malady sometimes very quick in the onset. The beloved (and belaboured) one was called Lizzie Mackenzie, and when Liz began to love in return, Peter behaved with appropriate awkwardness.

Quite the best of the book is the vocabulary. You encounter words that you have maybe never seen in print before, and maybe havena' heard since you were a laddie—words that have a flavour of their own and a hundred associations.

But my space is wearin' away so I must content myself w' just one quotation.

"Hurry up mother; I'll be late."

Mrs. Broom was sewing a button on Peter's trousers, and she looked at him quickly.

"Lo'd laddie," she said, "what's come o'er ye? It's no often that ye're in a hurry to get to the kirk."

"The bells has started," said Peter, reddening.

"Ho!" said Bets (his sister), and looked at him keenly.

Peter looked the other way and frowned.

"I ken!" said Bets teasingly. "Na, ye dinna," said Peter hastily.

"It's Liz Mackenzie ye want to see. Ah! Anger leapt in Peter's eyes. 'Liz Mackenzie!' he cried in scorn. 'Liz Mackenzie; I wulna have her if she was to gie me a million pounds. Besides, Liz Mackenzie is comin'."

"Laddies that has to stand in their sark while their mither mends their breeks has little need to speak about bein' comin'," said his mother shortly.

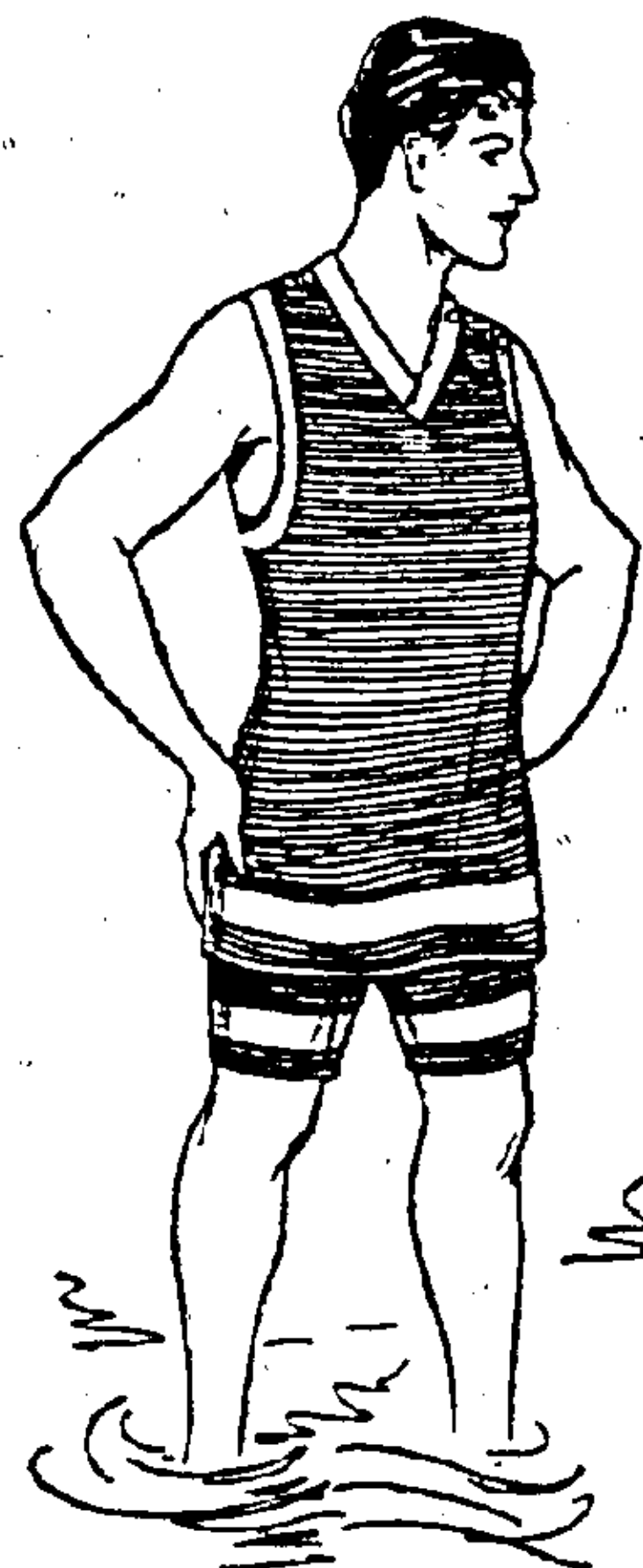


## THE MERCURY GARAGE CO.

FOR  
GOOD CARS  
PROMPT SERVICE  
REASONABLE CHARGES,  
CAREFUL DRIVERS.  
TELEPHONE: 977.

YEE SANG FAT CO.  
BATHING SUITS

MANY NEW MODELS FOR  
LADIES, GENTLEMEN & CHILDREN.



Our Bathing Suit  
doesn't cost any more  
yet it has a style about  
it that's individual.

Our stock of Bath-  
ing Suits is brimful of  
the newest models. A  
wide assortment of  
all-wool Suits in most  
attractive colour com-  
binations that every-  
body wants as well as  
many plain colours.

Let your next Bath-  
ing Suit be one from  
Yee Sang Fat's. They  
give satisfaction.

## PRICES:

For LADIES,

\$2.75 to \$16.50 a suit.

For GENT'S,

\$2.75 to \$12.50 a suit.

For CHILDREN,

\$1.25 to \$4.00 a suit.

A LARGE ASSORTMENT  
OF WHITE TENNIS SHOES  
JUST ARRIVED

YEE SANG FAT CO.

TELEPHONE 1355.

## ABOUT PIANOS.

A Far Eastern  
Development.

Perhaps there are few other  
foreign industries which have  
made such wonderful strides in  
the Far East as that of the  
manufacture of pianos. For many  
years past Messrs. S. Moutrie and  
Co., at their Shanghai factory  
have been turning out instruments  
that have earned for themselves  
an unchallenged place in the  
esteem of Far Eastern music  
lovers. When it is borne in mind  
that the manufacture of an in-  
strument like a piano must have  
its own special difficulties in a  
place like the Far East, all the  
more credit is attaching to those  
who have been the pioneers of  
this industry.

Until about a year ago the  
production of grand pianos was  
not attempted at the Shanghai  
factory, but a start gave such ex-  
cellent promise of high results  
that the firm has taken up the  
matter in earnest. The Hong-  
kong branch received its first  
"Moutrie Grand" a couple of  
days ago and one cannot fail to  
be impressed with its beautiful  
finish, its neat and artistic de-  
sign, and above all, its rich  
quality tone. It is constructed of  
teakwood throughout, a special-  
ly strengthened iron frame giving  
the strength needed to counteract  
the climatic effects.

25. CONSCIENCE MONEY TO L.C.C.  
A sum of 2s. has been received  
by the L.C.C. as "conscience  
money" in respect of the approp-  
riation of some articles at a  
school.

## DAY BY DAY.

A coolie employed at a grocer's  
shop near the entrance to the  
Dairy Farm on the Pokfulam  
Road, while walking on the Pok-  
fulam Road yesterday on his way  
to West Point had an unpleasant  
experience. Just near Chinese  
restaurant on the hillside at  
Kennedy Road three men came  
up to him from behind. One of  
them produced something from  
underneath his jacket and told  
him: "If you shoot, I shall shoot  
you with this revolver." The  
other two robbers seized hold of  
him and tied him to a tree,  
while a third gagged him with  
a sock. The robbers then  
extracted \$15 from his jacket  
and ran up the hillside. The shop  
coolie then tried to remove the  
gag from his mouth, and was  
later assisted by a passing veget-  
able seller. The coolie is not  
certain whether the robbers had  
revolvers, or not.

## CANTON NEWS.

## Wounded Soldiers Arrive

Two large junks full of wound-  
ed soldiers have arrived at  
Canton from Pakhoi. The men  
were landed at the Government  
Wharf and were taken to the  
military hospital. Whether fight-  
ing has already broken out at  
Kinchow, on the south-west  
border of Kwangtung, is not de-  
finitely known but the Governor  
has ordered a medical officer to  
take helpers and supplies to  
establish military hospitals in the  
Kuichow and Linchow districts.

A report from Wuchow states  
that the military forces have  
moved out of the Wuchow dis-  
trict, indicating that the city has  
either been declared a neutral-  
zone or that negotiations have  
been resumed for a truce. An-  
other report states that the move-  
ment is due to the apprehensions  
of the Kwongsi commander. His  
forces in that district number  
only 7,000 while the Cantonese  
forces number about 20,000, and  
he has ordered the men to spread  
well outside the city to avoid  
being caught in an encircling  
movement.

Owing to the absence of police  
launches to patrol the most  
important sections of the river  
pirates have become more active  
and daring. The four big junks  
plying between Canton and  
Kongmoon have had to submit to  
a demand to pay from \$300 to  
\$500 each monthly to ensure free  
passage on the river. In the  
event of the money not being  
paid the junks will be fired at  
from one of the narrow passes  
and destroyed.

We take the following from  
today's Canton Times:—

A jump in the price of rice in  
Hongkong from \$6.50 to \$8 a  
picul is causing a great deal of  
uneasiness among the poorer  
class of people. What is more  
discouraging is the fact that  
there is likelihood of the price  
going up much higher. Rice  
dealers gave out the information  
that the increase in the price of  
rice is due to scarcity of supply  
from Annam and Saigon on  
account of lack of sufficient boats.  
The rice crop in Wuhu (Anhui  
province) upon which place  
this province depends a great  
deal for the supply of rice,  
is rather late and none has  
been harvested which is another  
reason accounted for the present  
high price, which no doubt is  
raised by rice speculators.

Judge Wang of the Supreme  
Court of Kwangtung has suggest-  
ed to the local authorities that a  
new gaol be built on the site near  
the Great East Gate once  
occupied by the Hospital for  
Lepers. Judge Wang also sug-  
gests that the old Canton and  
Nanhai gaols be sold, and the  
proceeds be used for the con-  
struction work of the proposed  
new gaol. Specifications and  
drawings have been submitted to  
H. E. Governor Chen for his  
approval.

## WORKING MAN VICAR.

The Rev. C. E. Bond, who has  
been appointed vicar of All  
Saint's, Alton, Hants, worked as  
a carpenter in Alton prior to his  
ordination.

## A RECORD RECORDERSHIP.

Sir Archibald Bodkin has been  
made an honorary freeman of  
Dover in recognition of 20 years'  
service as Recorder. From its  
inception 87 years ago, the Re-  
cordership has been in the Bodkin  
family.

## DAIRY FARM NEWS.

## JUST RECEIVED

consignment of Smoked Fish direct from the

## SCOTTISH FISHERIES

Fillets  
Haddocks  
Kippers

THE DAIRY FARM, ICE &amp; GOLD STORAGE CO. LTD.

## TO-DAY'S RECIPE

Pistachio  
Ice Cream.

Ingredients.—1 lb. Pistachio Brandy, 3 lbs.  
Custard, 4 lbs. Sugar, 1 lb. Milk, 1 lb. Vanilla.  
Method.—Beat the milk and brandy  
thoroughly in a bowl with a wooden spoon.  
Add the sugar, then the custard, and  
stir thoroughly. Add the pistachio brandy  
and mix well. Pour into the ice cream  
machine and churn. When done, add  
the vanilla and churn a few minutes  
more. Turn out into the glass or  
cup, sprinkle with finely chopped pistachio  
nuts, and serve.



## NESTLÉ'S REAL CREAM

Obtainable at Lane, Crawford  
& Co. and Other Stores.

TWO SIZES

5½ oz. ... 50 cents per tin.  
11½ oz. ... 90 " "

## REDUCING COSTS OF LIVING IN FRANCE.

## Complaints of Hotel Guests from 'Abroad to be Investigated.

(A Reuter's Service.)

(Continued from Page 1.)

Paris, June 4 (delayed.)

Following energetic steps taken by the Government for  
reducing the cost of living all round, M. Paisant, Minister for Food,  
stated that any complaint by foreign visitors of overcharges by  
hotels or restaurants is to receive the immediate attention of the  
authorities—Havas.

## JAPANESE CROWN PRINCE IN FRANCE.

Admiration of Paris Monuments.

Paris, June 4 (delayed.)

The Municipal Council welcomed the Japanese Crown Prince  
at the City Hall. The President of the Council and the Prefect of  
the Seine district delivered addresses, to which the Prince replied  
expressing admiration of the city and its monuments—Havas.

## LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

## THE MALACCA STRAITS COLLISION.

Indo Maru Badly Down.

Singapore, June 10.

The Indo Maru was extricated from her difficulties by the  
Annan Maru, another O.S.K. boat from Rangoon. She was sum-  
moned by wireless and is now aiding a tug to tow the Indo Maru to  
Singapore. The boats are expected to-day. One hold is flooded  
and the bow is sunk so low that the Indo Maru is being towed  
stern first.

## STRAITS GOVERNMENT.

A Request on Behalf of Unofficials.

Singapore, June 10.

The Straits Settlements Association in considering a pro-  
posal to request Governor Guillemard to nominate a consul-  
tative or advisory Council of Unofficials in British Malaya, to be  
convened at least twice annually.

## TO-DAY'S CHINESE TELEGRAMS.

Serious Situation at Ichang.

Peking, June 10.

The Ministry for Communications has issued \$2,000,000 worth of  
bonds bearing 15 per cent interest, this to be guaranteed out of the  
profits of the Peking-Hankow and Tientsin-Pokow Railways. All  
the bonds have been taken up by the five branches of the Bank of  
Communications.

Advices from Ichang state that the damage done to the  
property of foreign firms amounts to \$10,000,000. No official  
notification has been received by the Diplomatic Corps. Four  
foreign gunboats have arrived at Ichang. A further disturbance  
took place at Wuchang. The taxation offices were looted and a  
number of houses were burned down. Telephone communication  
between Wuchang and Hankow is interrupted.

## SILK SHIRTS AND PYJAMAS

MADE BY  
ARTHUR AND BOND  
YOKOHAMA  
NEW STOCKS JUST RECEIVED

THE PATTERNS ARE EXTREMELY SMART  
AND ONLY THE BEST GRADE OF SILK  
USED IN THEIR MANUFACTURE. ALSO THE  
CUT AND FINISH IS PERFECT IN EVERY WAY

SOLE AGENT

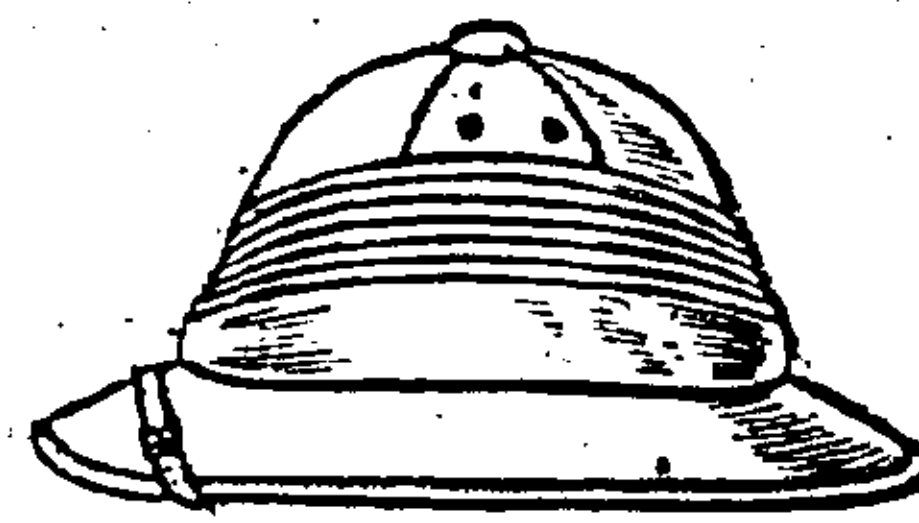
J. T. SHAW

TEL. 692

SPECIALIST IN MEN'S WEAR  
NEXT DOOR HONGKONG HOTEL.

Wm. Powell Ltd.  
TELEPHONE 3146

Sun Helmets  
in Pith,  
Gosamer, and  
Cork.  
All Prices.



THE  
"AURA"  
CUT OUT  
VENTILATOR  
FOR  
TROPICAL HELMETS.

FREE CIRCULATION OF AIR  
SUN CANNOT PENETRATE.

## "BELL" PIANOS

(THE GREAT CANADIAN PIANO)

NEW MODELS

SPECIALLY CONSTRUCTED FOR

THIS CLIMATE

AT

ANDERSON'S

## GINS.

Caldbeck's Old Tom and Dry,  
Jas. Coult's & Co., Old Tom and Dry  
Boord & Son Old Tom and Dry  
Booth's No. 1 Old Tom  
Plymouth (Coates & Co.)  
Bols Dry Gin (London Style)

CALDBECK, MACGREGOR &amp; CO., LTD.

15, Queen's Road Central.

(Telephone No. 78.)

WHEN YOU THINK OF  
BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF  
MACARONI, VERMICELLI, PASTE  
STARS, EGG NOODLES &c.  
RING 11P-2230.

## FRENCH LESSONS.

G. MOUSSON.

15, Morrison Hill Road.



# CAMERA NEWS



KARL, EX-EMPEROR OF AUSTRIA-HUNGARY.



CARL AND HIS FAMILY.



Mrs. Lloyd George recently visited the Chailley Heritage Craft Schools in London and joined in with the children in a game of stoolball.



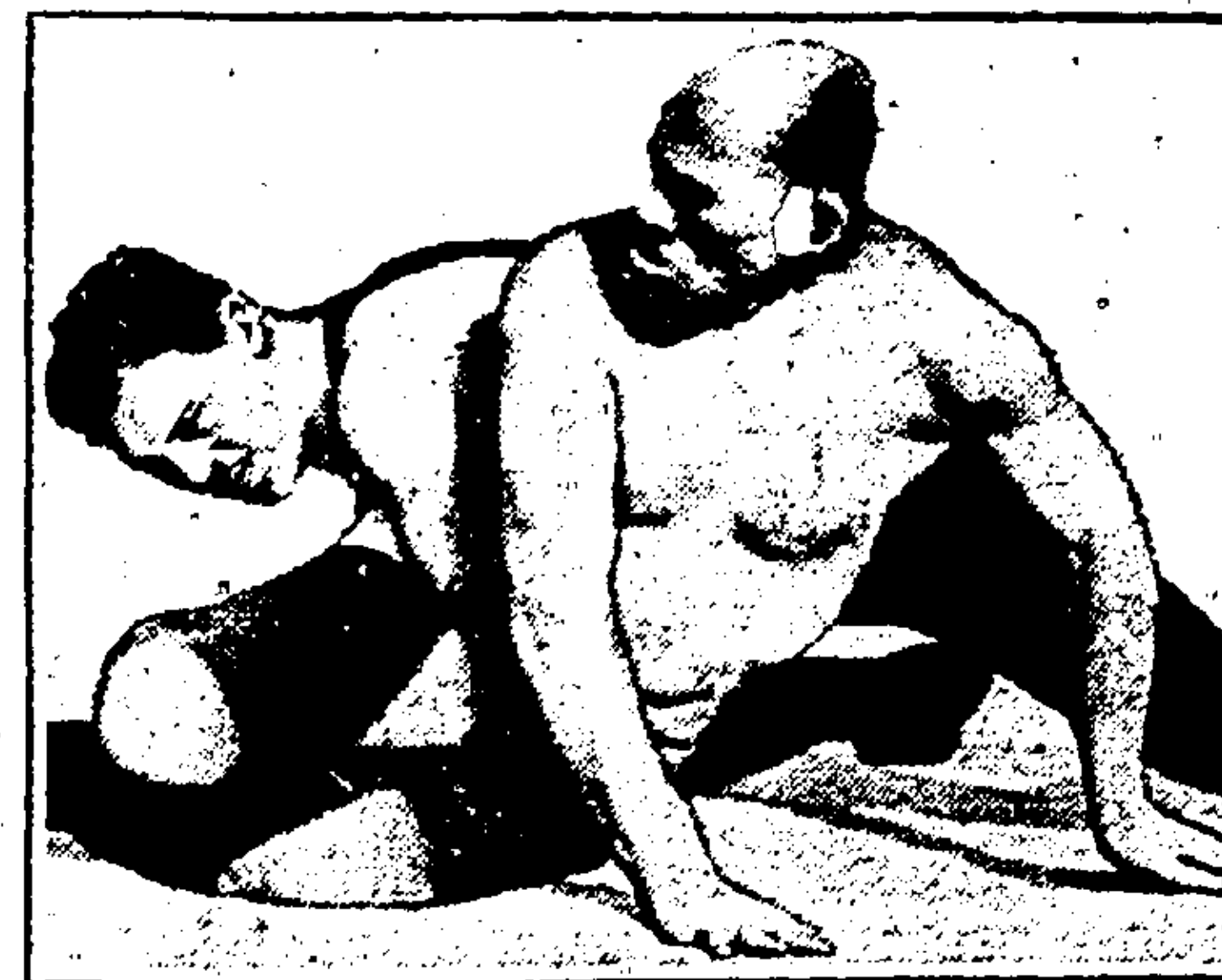
The King's Bounty should go to this Essex five year old mother. All three of the triplets are heifers.



This is May Collins, cinema actress, who is reported to be engaged to Charlie Chaplin (inset).



The Royal Danish Opera House in Copenhagen was recently the scene of the presentation of "Kaddara," an Eskimo opera. The scenes of the opera are all laid in the frozen north. Tenna Frederikson (left above) Danish prima donna, plays Kaddara, the Eskimo heroine in the opera.

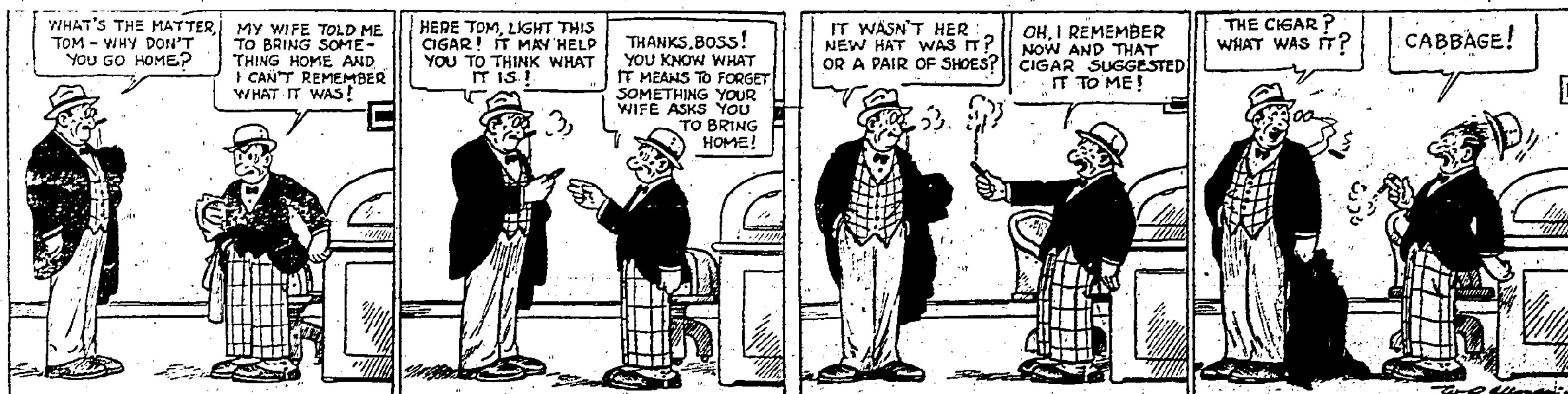


Jack Dempsey, who is training in New Jersey for his championship fight with Carpentier, is a wrestler, too, as is shown by this picture of him on the mat with "Bull" Montana, "ugly man" of the movies.

## DOINGS OF THE DUFFS

That Don't Speak Well for the Boss' Cigars

BY ALLMAN





**Exclusive Offices maintained at all principal cities in America.**

C. H. BENSON,  
MANAGER.  
Hongkong.

| Vessel       | Agents     | Destination    | Sailing Date |
|--------------|------------|----------------|--------------|
| Edwards      | T K K      | American Ports | 10th June    |
| West Carumba | S & D      | San Francisco  | 10th         |
| M. S. Dollar | R D Co     | New York       | 10th         |
| Aluta M      | N W K      | London         | 10th         |
| Huiching     | D L Co     | Provincetown   | 10th         |
| Wingsang     | J M & Co   | Manila         | 10th         |
| Hapeh        | B & S      | Singapore      | 10th         |
| Chusan       | B & S      | Tungshao       | 11th         |
| Tateno M     | N Y K      | Singapore      | 11th         |
| Ideta        | P & O      | Shanghai       | 11th         |
| Chien        | J M & Co   | Tientsin       | 11th         |
| Kwaisheng    | J M Co     | Cebu           | 11th         |
| Wingah       | Ad. Line   | New York       | 11th         |
| Siberia M    | T K K      | San Francisco  | 12th         |
| Machao       | B & S      | Hamburg        | 13th         |
| Nanking      | C M Co     | Manila         | 13th         |
| F of Malaga  | Hapag Line | New York       | 13th         |
| Amelia       | Ad. Line   | Trieste        | 13th         |
| Epikembang   | J C J L    | Java           | 13th         |
| Kuchow       | B & S      | Tientsin       | 13th         |
| Monteagle    | C P O S    | Vancouver      | 13th         |
| Sinkiang     | B & S      | Peking         | 14th         |
| Playa        | P & O      | Antwerp        | 14th         |
| Haitong      | D L Co     | Poonchow       | 14th         |
| Chokong      | B & S      | Peking         | 14th         |
| Faming       | B & S      | Yokohama       | 14th         |
| Tibetia      | J C J L    | Shanghai       | 14th         |
| Chusan       | B & S      | Bangkok        | 14th         |
| Kalibnybas   | B & S      | Vancouver      | 15th         |
| M. S. Dollar | R D Co     | New York       | 15th         |

| Vessel        | Agents   | From          | Due Hongkong |
|---------------|----------|---------------|--------------|
| Takano M      | NYK      | Kobe          | 10th June    |
| Yangtze       | B.S.S    | Singapore     | 10th         |
| Delta         | P.O.     | Singapore     | 10th         |
| Nanking       | C.M.C.   | Shanghai      | 11th         |
| Katori M      | NYK      | Kobe          | 11th         |
| Morito        | NYK      | Singapore     | 11th         |
| Yokohama M    | NYK      | London        | 12th         |
| Tenryo M      | T.K.K.   | Manila        | 12th         |
| Rangoon M     | NYK      | Singapore     | 12th         |
| Nikko M       | NYK      | Sydney        | 14th         |
| E. of B. Line | I.P.O.S. | Yokohama      | 17th         |
| London        | B.S.S    | Suez          | 19th         |
| Anchovy       | B.S.S    | London        | 21st         |
| Glennay       | C.M.C.   | Europe        | 21st         |
| Klotz M       | NYK      | London        | 23rd         |
| Nile          | C.M.C.   | San Francisco | 25th         |
| Glennay       | C.M.C.   | Europe        | 25th         |
| Moshimo M     | NYK      | London        | 26th July    |
| Tamla M       | NYK      | Barkhead      | 10th         |

| Vessel | Agents | Goods<br>Stored | Free<br>Storage<br>Expires | Claims<br>to be<br>in by | Examina-<br>tion Date |
|--------|--------|-----------------|----------------------------|--------------------------|-----------------------|
| Argosy | B & S  | Holt & Co       | June 15                    | June 30                  | Tues. & Wed.          |

Registered and Parcel Mails are closed 15 minutes earlier than the time given on unless otherwise stated, and where mails are advertised to close at or before 5 p.m. registered and parcel mails are closed at 5 p.m. on the previous day.

| From                      | Per         | Due       |
|---------------------------|-------------|-----------|
| Yughai                    | Suekang     | 11th June |
| Yughai & Japan & Shanghai | Nankin      | 11th      |
| Yughai                    | Yokohama M. | 12th      |
| Yughai & Shanghai         | Katori M.   | 12th      |
| Yughai                    | Rangson     | 13th      |
| Yughai                    | Sanning     | 13th      |
| Yughai & Manila           | Nikko M.    | 14th      |
| Yughai                    | Paul Lewat  | 20th      |

| For                                                                                                                                            | Per       | Date                      |
|------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------------|
| Low & Amy                                                                                                                                      |           |                           |
| Zhanghai, N. China; Japan, Honolulu, Canada, U.S.A., 'Central & South America' & 'Europe via San Francisco'                                    | Glendale  | Satur., 11 inst. 3 a.m.   |
|                                                                                                                                                | Columbia  | Satur., 11 inst.          |
|                                                                                                                                                |           | Registration 9.45 a.m.    |
|                                                                                                                                                |           | Letters 10.30 a.m.        |
| Yokohama, Japan, Hongkong, Shanghai & N. China                                                                                                 | Kwaiyang  | Satur., 11 inst., 10 p.m. |
| Yokohama, Japan, Hongkong, Shanghai & N. China                                                                                                 | Beirle    | Tues., 11 inst., 10 a.m.  |
| Yokohama, Japan, Hongkong, Shanghai & N. China                                                                                                 | Delta     | Satur., 11 inst., 10 a.m. |
| Yokohama, Japan, Hongkong, Shanghai & N. China                                                                                                 | Pakwan    | Satur., 11 inst., 10 a.m. |
| Yokohama, Japan, Hongkong, Shanghai & N. China                                                                                                 | Chingping | Satur., 11 inst., 10 p.m. |
| Yokohama, Japan, Hongkong, Shanghai & N. China                                                                                                 | Chienan   | Satur., 11 inst., 5 p.m.  |
| Yokohama, Japan, Hongkong, Shanghai & N. China; Dairen, Japan, Honolulu, Canada, U.S.A., 'Central & South America', 'Europe via San Francisco' | Siberia M | Satur., 11 inst.          |

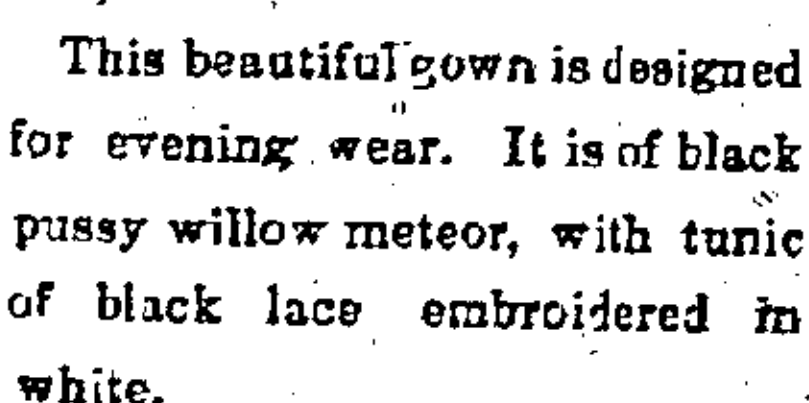
| From                                                               | Vessel       | Day             | Time      |
|--------------------------------------------------------------------|--------------|-----------------|-----------|
| Low, Amoy & Keelung                                                | Kaijo Maru   | Sun., 12 inst.  | 3 p.m.    |
| Zhanghai & *N. China                                               | Lake Gilpen  | Sun., 12 inst.  | 9 a.m.    |
| Zhanghai, & N. China                                               | Tijebow      | Mon., 13 inst.  | 3 p.m.    |
| Hai Wei, Chefoo & Tientsin                                         | Kueichow     | Mon., 15 inst.  | 3 p.m.    |
| Amoy & Singapore Islands                                           | Nanking      | Mon., 15 inst.  | 3 p.m.    |
| Amoy & Bangkok                                                     | Yangkang     | Mon., 15 inst.  | 3.30 p.m. |
| Amoy, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via | Chusan       | Tues., 14 inst. | 9 a.m.    |
| Dhanushkodi, Egypt & Europe via London                             | Mathpon      | Tues., 14 inst. |           |
|                                                                    | Registration | 9.15 a.m.       |           |
|                                                                    | Letters      | 10.00 a.m.      |           |

\*Correspondence bearing vessel's name only.

D. M. BIGGAR,  
Mad

The Bank also conducts a Savings Department.

Interest allowed on current accounts and deposits in local or foreign currencies as to be ascertained on application.



Wedding gowns, like their counterparts of the street, apparently have lost all inclination to increase in length, seeming rather to have a tendency to become shorter.

The one pictured here, is an adaptation of the Spanish bouffant style with a skirt of heavy baronet satin of deep ivory, slightly longer on the sides than back and front. The skirt is divided in front, showing a petticoat of cream duchesse lace on a bit of chiffon.



## PACIFIC SHIPPING.



## HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Mitsui) Kobe, Yokohama, Vancouver &amp; Montreal.

| PACIFIC STEAMER | FROM HONGKONG | DUE VANCOUVER | ATLANTIC STEAMER | FROM CANADA | DUE LIVERPOOL |
|-----------------|---------------|---------------|------------------|-------------|---------------|
| Montezuma       | June 14       | July 11       | E. France        | July 19     | July 26       |
| E. Japan        | June 23       | Aug. 3        | E. France        | Aug. 13     | Aug. 19       |
| E. Asia         | July 1        | Aug. 5        | E. France        | Aug. 13     | Aug. 19       |
| E. Russia       | July 21       | Sept. 1       | E. France        | Sept. 10    | Sept. 16      |
| Montezuma       | Aug. 23       | Sept. 18      | E. France        | Oct. 13     | Oct. 20       |
| E. Asia         | Sept. 1       | Oct. 5        | E. France        | Oct. 13     | Oct. 20       |
| E. Japan        | Sept. 21      | Oct. 11       | E. France        | Oct. 13     | Oct. 20       |

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp &amp; Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trans Pacific.  
Standard Sleeping cars, Compartments & Drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 752. Cable Address GACANPAC.



## HONGKONG TO SAN FRANCISCO

via Shanghai, THE ISLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN"

| Steamers   | Leave Hongkong | Arrive Honolulu | Leave Honolulu | Arrive San Francisco |
|------------|----------------|-----------------|----------------|----------------------|
| SIBERIA M. | June 12        | SHINYO M.       | June 22        | June 16              |
| TENYO M.   | June 21        | PERKIA M.       | June 30        | June 20              |
| KOREA M.   | July 1         | TAIYO M.        | July 10        | July 30              |

Calling at Dairen. \* Omitting Shanghai.

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO.

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO DE SALINA, CRUZ, BALBOA, CALLAO, MULLENDO, AICA &amp; IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

RAIYO MARU June 17, 1921. June 18th.

CHOYO MARU July 1st. July 19th. Cargo only.

For full information regarding passage, freight and cargo apply to:-

Y. ISUTSUMI, Manager.

King's Building, Tel. Nos. 2374 &amp; 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; DIXON, INC.

## GREEN STAR LINE

Operating for Eastern services for account of the

## UNITED STATES SHIPPING BOARD.

TO LOS ANGELES &amp; SAN FRANCISCO (via HONOLULU).

"WEST CARMONA" 17th June.

TO VANCOUVER &amp; SEATTLE (via MANILA).

"WEST IVIS" 25th June.

Also, cargo accepted for transshipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK &amp; BOSTON.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE: 15, Queen's Road, 14, Des Voeux Rd., Tel. 3094.



## "NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

## HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

| S.S. NANKING | S.S. NILE | S.S. CHINA |
|--------------|-----------|------------|
| June 25th    | July 15th | Aug. 9th   |

## HONGKONG TO MANILA.

S.S. NANKING 13th June, at 4 p.m.

## HONGKONG TO SINGAPORE.

| S.S. NILE | S.S. CHINA |
|-----------|------------|
| June 25th | July 22nd  |

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

also.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENTS,  
PRINCE'S BUILDING, 100, HONG STREET.  
TELEPHONE, PASSENGER DEPT. TEL., FREIGHT DEPT. & AGENT.  
No. 1934. No. 2161.

## PACIFIC SHIPPING



## DOLLAR LINE

SAILINGS FROM HONGKONG  
FOR NEW YORK & BOSTON.

## STEAMERS.

## SAILING DATE

|                 |          |            |
|-----------------|----------|------------|
| "M. S. DOLLAR"  | VIA SUEZ | JUNE 15TH. |
| "ROBERT DOLLAR" | VIA SUEZ | JULY 15TH. |

Through bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

## THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING.

Tel. 742.

THIRD FLOOR.



Operating following U.S. Shipping Board Steamers.

## PASSENGER &amp; FREIGHT SERVICE.

## FOR MANILA.

## VICTORIA, VANCOUVER, SEATTLE.

Calling Shanghai, Kobe and Yokohama.

|                |                |         |         |
|----------------|----------------|---------|---------|
| S.S. Eldridge  | (Freight only) | June 20 | July 25 |
| Wenatchee      |                | July 25 | Aug. 1  |
| Keystone State |                | Aug. 1  | Sept. 2 |

## FOR PORTLAND DIRECT.

Calling Shanghai, Kobe and Yokohama.

|             |  |         |         |
|-------------|--|---------|---------|
| S.S. Pawlet |  | June 15 | July 22 |
| Coast       |  | July 22 |         |

Through Bills of Lading issued to Overland common points Passengers and Freight Particulars.

## THE ADMIRAL LINE

Telephones 2477 &amp; 2478. 5th Floor Hotel Mansions.



## SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

## PASSENGERS &amp; FREIGHT.

## FOR SINGAPORE DIRECT.

|             |                  |
|-------------|------------------|
| "GLYMONT"   | Sailing June 20. |
| "CADAREITA" | Aug. 5           |

## FREIGHT ONLY.

## FOR SAIGON-SINGAPORE-JAVA PORTS.

|               |                  |
|---------------|------------------|
| "LAKE FARRAR" | Sailing June 20. |
| "LAKE ONAWA"  | Aug. 3           |

OPERATED FOR ACCOUNT OF U.S. BOARD.

## OFFICES

5th Floor Hotel Mansions.

Tel. 2477 &amp; 2478.

PASSENGER OFFICE.

Queen's Bldg. 2, Ice House St.

## SERVICE TO UNITED STATES.

## FOR NEW YORK and BOSTON.

S.S. WINYAH About June 11th.

For freight space and particulars apply to:-

## BARBER STEAMSHIP LINE INC.,

## THE ADMIRAL LINE

## AGENTS.

Telephones 2477 &amp; 2478. 5th floor, Hotel Mansions.

## KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

## THE STEAMSHIP:

## "VAN CLOON"

will be despatched to  
Singapore, Belawan-Deli direct.

This vessel offers excellent cabin-accommodation for passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:-

## JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

## PACIFIC SHIPPING.

## NEW YORK DIRECT.

Joint service of the

## "BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., &amp; China Mutual S. S. Co., Ltd.)

## AMERICAN &amp; MANCHURIAN LINE

(Ellerman &amp; Bucknall S. S. Co., Ltd.)

## FOR BOSTON &amp; NEW YORK.

Sailings from Hongkong.

|                   |                |            |
|-------------------|----------------|------------|
| "CITY OF MADRAS"  | via Suez Canal | 13th June. |
| "DUCALION"        | via Suez Canal | 7th July.  |
| "CITY OF NORWICH" | via Suez Canal | 13th July. |

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG &amp; CANTON

REISS &amp; CO. CANTON

## VERNEEIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

## HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen

| Steamers  | Loading   | For                 | Sailing    |
|-----------|-----------|---------------------|------------|
| ALCHIBA   | June      | Amsterdam & Hamburg | 25th June  |
| BRIELLE   | July      | Rotterdam & Hamburg | 25th July  |
| RADJA     | August    | Amsterdam & Hamburg | 15th Aug.  |
| TJIMANOEK | September | Rotterdam & Hamburg | 15th Sept. |

For full particulars please apply to

## JAVA CHINA JAPAN LYN

General Agents.

York Building.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

Pans Hiatt, Hongkong Hotel.

from Shanghai.

Jeyukafunekichi, from Tokio.

Matsud Ryo-aburo, from Kobe.

Paramore Hwahyih Elbmrig, from Shanghai.

Hirajusaku No. 3 Hip Street, from Miyazu.

Madame Foulson, s.s. Ardrel, from Shanghai.

Tangmingkeng Tukce, from Shanghai.

Wongseleung 95 Queens Road, from Kobe.

Yungboho, from Yokohama.

Luchungban or Luikamsam, 41, from Shanghai.

Cairne, from Shanghai.

Cheongsing, from Hankow.

Huekungai, 135 Queen's Road, West 3rd Floor, from Peking.

Fookyuen Fathing Street, from Hankow.

Kwangfongwoo Wenyekai (2), from Shanghai.

Wookanhuo, from Peking.

622, from Shanghai.

Wangcheong, from Kobe.

Yuenkee Tamsingcho, Des

Voeux Road W., from Shanghai.

Suenchonghai, from Shanghai.

Kwongsangchong, from Tsing-tai.

7449, from Hankow.

TH. KRING,

Superintendent.

Hongkong, June 9, 1921.

## EASTERN EXTENSION AUSTRALIA &amp; CHINA TELEGRAPH CO.

Auduc, from Lachauzdefends.

Bennie Pon Bo, Kennedy Road, from Sandakan.

Poerama, Hongkong Hotel, (Retransmitted from Singapore) from Bruxelles.

Mendezona, from Manila.

Pepe (2), from Manila.

Stern, from Durban.

M. E. F. AIREY,

Superintendent.

Hongkong, June 9, 1921.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

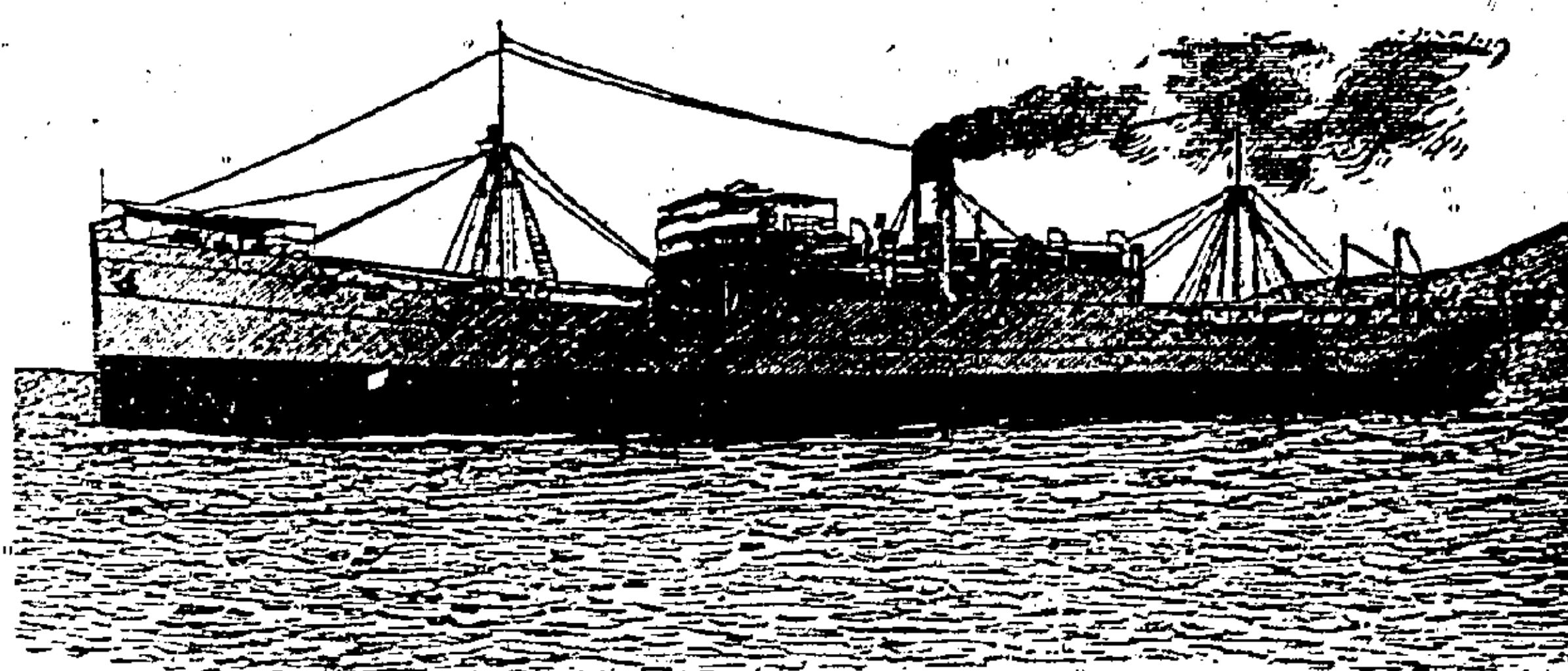
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1: A.B.C. Fifth Edition. Engineering, First and Second Edition:

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong &amp; Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager.

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK, HONGKONG



Shipping to Europe, Australia, and other Ports.

**P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS - BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MACRITIUS EAST &amp; SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL SAILINGS (South)**

| S.S.   | Tons  | From Hong-kong (about) | Destination              |
|--------|-------|------------------------|--------------------------|
| PLASSY | 7,400 | 14th June              | M'ses. London & Antwerp. |
| DUNERA | 5,400 | 18th June              | Spore, Colombo & B'bay.  |
| DELTA  | 8,000 | 25th June              | M'ses. London & Antwerp. |
| SYRIA  | 7,000 | 23rd July              | M'ses. London & Antwerp. |
| KALYAN | 9,000 | 6th Aug.               | M'ses. London & Antwerp. |

**BRITISH INDIA-APCAR SAILINGS (South)**

|       |       |           |                                           |
|-------|-------|-----------|-------------------------------------------|
| TANDA | 6,955 | 16th June | Calcutta via Singapore, Penang & Rangoon. |
|-------|-------|-----------|-------------------------------------------|

**EASTERN & AUSTRALIAN SAILINGS (South)**

|         |       |           |                                                                           |
|---------|-------|-----------|---------------------------------------------------------------------------|
| EASTERN | 4,500 | 26th June | Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney. |
| KANOWNA | 7,000 | 25th July |                                                                           |

**SAILINGS TO SHANGHAI & JAPAN.**

|        |       |                 |                   |
|--------|-------|-----------------|-------------------|
| DELTA  | 8,000 | 11 June 10 a.m. | Shanghai only.    |
| SYRIA  | 7,000 | 25th June       | Shanghai & Japan. |
| KALYAN | 9,000 | 5th July        | Shanghai & Japan. |

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Must be put on board before 11 p.m. X 11 p.m. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to **MACKINNON, MACKENZIE & CO.** Agents, 22, Des Voeux Road Central.**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

KATORI MARU ... Friday, 17th June, at 11 a.m.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU ... Friday, 29th July, at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said &amp; Marseilles.

ATSUTA MARU ... Friday, 10th June, at 11 a.m.

SHIZUOKA MARU ... Friday, 24th June, at 11 a.m.

HAMBURG, MARSEILLES, LONDON &amp; ROTTERDAM.

LIVERPOOL &amp; MARSEILLES via Suez.

TSUYAMA MARU ... First half of July.

MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

NEW YORK VIA PANAMA.

TOBA MARU ... Friday, 24th June.

TAKETOYO MARU ... Beginning of July.

SOUTH AMERICAN PORTS via Cape.

AWA MARU ... Sunday, 19th June.

BOMBAY &amp; COLOMBO via Singapore.

TATSUNO MARU ... Saturday, 11th June.

CALCUTTA MARU ... Tuesday, 28th June.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

PENANG MARU ... Wednesday, 22nd June.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

NIKKO MARU ... Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

RANGOON MARU ... Wednesday, 15th June.

YOKOHAMA MARU ... Thursday, 16th June, at 11 a.m.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293 S. YAMADA, Manager.

**JAVA-CHINA-JAPAN LIJN.**Regular Fortnightly Service between **JAVA, CHINA and JAPAN.**

| Steamer    | From                | Expected on or about | Will leave on or about | For        |
|------------|---------------------|----------------------|------------------------|------------|
| Tijlbodas  | Java                | in port              | 14th June              | Shanghai   |
| Tijkembang | San Francisco/Japan | in port              | 13th June              | Java       |
| Tijkini    | Shanghai            | 14th June            | 16th June              | M'sar/Java |
| Tijlsalak  | Java                | 15th June            | 22nd June              | Japan      |
| Childar    | Java                | 13th June            | 27th June              | Java       |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING **JAVA PACIFIC LIJN.** NEXT SAILING.

| Steamer  | From | Expected on or about | Will leave on or about | For            |
|----------|------|----------------------|------------------------|----------------|
| Tijsdard | Java | End of June          |                        | San Francisco. |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.**Regular Sailings to **NEW YORK and/or BOSTON.**

Via Suez or Panama Canals at Owner's Option.

**LLOYD TRIESTINO.**

Taking cargo or through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

**For BRINDISI, VENICE & TRIESTE.**

Via Singapore, Penang and Colombo.

S.S. "AQUILEIA" ... Sailing on or about 13th June.

S.S. "NIPPON" ... Sailing on or about 20th June.

**FOR SHANGHAI.**

S.S. "CILICIA" ... Sailing on or about 25th June.

Passengers' Luggage can be insured at the office of the Agents.

**NATAL LINE OF STEAMERS.**

Regular Passenger and Cargo Service to South African Ports from Calcutta &amp; Colombo.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Telephone 1030

Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrives Hongkong | Leaves Hongkong      |
|---------|------------------|----------------------|
| TAIYUAN | 10th June, a.m.  | 15th June, at 3 p.m. |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 36.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

**JAPAN, CHINA & STRAITS**TO **UNITED KINGDOM & CONTINENT.**

LONDON, GLASGOW, ROTTERDAM, "City of Brisbane" 10th July.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.**

or to REISS &amp; Co. Canton

General Agents.

**CLLEN AND SHIRE**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

**OUTWARDS.**

| Vessel          | Due Hongkong |
|-----------------|--------------|
| M.V. "GLENNAVY" | 21st June.   |
| "GLENLUCE"      | 25th June.   |

**HOMEWARDS.**

| Vessel          | Leaves Hongkong | Discharges.                 |
|-----------------|-----------------|-----------------------------|
| M.V. "GLENOGLE" | 24th June.      | LONDON, ROTTERDAM & H'BURG. |
| "GLENGYLE"      | 2nd July.       | GENOA, LONDON & HULL.       |

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**AGENTS **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696

**CHINA-AUSTRALIA MAIL S.S. LINE.**

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

S.S. "VICTORIA" ... Sailing on 24th June.

For Freight and Passage apply to—

**THE CHINA & AUSTRALIA S.S. CO. LTD.**

Agents.

Tel. 3307.

113, Connaught Road Central.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

| Destination         | Steamer   | Sailing                    |
|---------------------|-----------|----------------------------|
| TIENTSIN            | Chipshing | Sat. 11th June at d'light. |
| STRAITS & Calcutta  | Kwalsang  | Sat. 11th June at noon.    |
| SHANGHAI & Tsingtau | Choysang  | Wed. 15th June at d'light. |
| HAIPHONG via Hoihow | Loksang   | Wed. 15th June at 8 a.m.   |

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "KWAISANG" will be despatched on or about Saturday, 11th June, at noon, for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

| For                            | Steamers | To Sail              |
|--------------------------------|----------|----------------------|
| SHANGHAI & TSINGTAO            | Chenan   | 11th June at 4 p.m.  |
| W'WEI, CHEFOO & T'SIN Kueichow | W'WEI    | 13th June at 4 p.m.  |
| AMOI, M'LA, CEBU & FILO Taming | AMOI     | 14th June at 4 p.m.  |
| SWATOW & BANGKOK               | Chusan   | 14th June at 10 a.m. |
| SHANGHAI & PUKOW               | Chekiang | 14th June at noon    |
| SHANGHAI                       | Sunning  | 16th June at noon    |
| SHANGHAI & TSINGTAO            | Yingchow | 18th June at 4 p.m.  |
| NEWCHOWANG                     | Paoting  | 18th June at 4 p.m.  |
| H'HOW, PHOI & H'PHONG          | Kailong  | 19th June at 9 a.m.  |
| SHANGHAI & PUKOW               | Shantung | 21st June at noon    |

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtau weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landings in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

Telephone No. 36.

Hongkong June 10, 1921.

**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

| Steamships | Captain        | Leaving                  |
|------------|----------------|--------------------------|
| Maiching   | A. H. Stewart  | FRI. 10th June at noon.  |
| Mailong    | W. Couper      | TUES. 14th June at noon. |
| Mailong    | W. C. Passmore | FRI. 17th June at noon.  |

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**NANYO YUSEN KAISHA.**

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between **JAPAN HONGKONG & JAVA.**

Sailings subject to alteration.

**FOR JAVA.**

Ports of call—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

**FOR JAPAN.**

Ports of call—Mojji, Kobe, Osaka and Yokohama.

S.S. "Macassar Maru" ... Sailing on or about 26th June.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to—

**K. SUZUKI,**  
Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

**NOTICE TO WORKERS ORDER SUPPLEMENTED.**

British engineering and shipbuilding employers are no longer obliged to give their workers seven days' notice of the termination of their employment, or, alternatively, a week's pay in lieu of notice. An order issued under the Ministry of Munitions and Shipping (Cessation) Act places them at liberty to revert to pre-war practice in the matter.

**NON-UNION SHIPYARD.**

When Messrs. S. E. Saunders and Co., motor-boat and aircraft-builders of East Cowes reopened their works recently as a non-union yard, nearly 40 per cent. of the men reported for work. The others who are holding out owing to their unions, have been given a period of grace, after which their places will be filled. All the foremen decided to remain loyal to the firm, and no difficulty is anticipated in getting the required labour, applications having been received from men of skilled trades in all parts of the country. Rates of pay are unaltered, and it is proposed to introduce a profit sharing scheme for the benefit of the employees. The firm temporarily closed their works shortly before, owing to labour difficulties.

**SHIPPING DEPRESSION IN U.S.A.**Admiral Benson, the president of the United States Shipping Board, it is stated, is asking for an appropriation of \$12,000,000 to meet losses this year. According to *Fairplay*, 535 steel ships owned by the Shipping Board are at present laid up. In addition there are 26 tank steamers, 6 cattle boats and 2 refrigerator vessels lying idle. Since it costs anything up to \$30 a day to lay up ships in the United States, it can be perfectly understood what heavy deficiencies will have to be met by the American taxpayer. In fact, it is thought in some quarters that a sum nearer \$100,000,000 will be needed to meet the losses entailed by Government participation in shipping business. All the maritime nations are showing a similar laying up of tonnage, as a symptom of the general shipping depression. The losses entailed in the U.K. for instance, are borne by the private shipowner as an offset to the profits made during more prosperous years. In the case of a nationalised Mercantile Marine the burden falls on the State, that is to say, on the taxpayer.**THE PORT OF PARIS.**

A scheme for the creation of inland harbours worthy of the French capital, described by M. Antrand, Prefect of the Seine, to the Improvements Committee of the Port of Paris, is of the first importance among the numerous proposals for the development of the city now being examined by the municipal authorities. The measures under consideration embody a whole series of works for which a sum equivalent to £34,000,000 is to be provided. In the first place it is intended to deepen the river Seine between Bouival and Rouen to a depth of 14½ ft., and rebuild certain existing dams and bridges. The Port of Paris will consist of three large inland harbours: Gennevilliers, north of Paris, will be the real maritime port of the city, and will maintain direct traffic with the sea; Bouneuil, on the Marne, will control the upper Marne and the upper Seine; and Ponton, on the Ourcq canal, will be linked up directly with the Canal du Nord. All three harbours will be connected by French railways with the main systems. A novel feature of the scheme is that docks will also be constructed in the moats of various fortifications surrounding Paris. The development of the canal systems over a broad area has been borne in mind, especially the creation of a new waterway linking the Marne and Seine, and steps are being taken to realise the carefully studied plan for the utilization of the barges of Suresnes and Port à l'Anglais for the purposes, of moor power. Finally, the idea is entertained of constructing in the clayish soil around Le Gault large reservoirs which, while regularizing the flow of the Seine, will conserve considerable hydraulic power and ensure a sufficient reserve of supplies for the capital and the communes of the Seine Basin. It is expected that the execution of the whole project will cover a period of ten years.

**REVIVAL OF REGATTAS.**

Regattas at Folkestone, Hastings, Dover and Worthing, are to be revived this year.



